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SHANGHAI MILITARY SITUATION.

SHANTUNG TROOPS "HEAVENLY MISSION."

GENERAL PIH SHOU CHEN ON HIS TASK.
AN ARMY OF TWENTY THOUSAND MEN.

"I cannot, of course, disclose any of our military plans, but I am safe in telling you that the army of which I have command has come to Shanghai on this occasion mainly for the purpose of maintaining peace and order and to persuade the labourers who have gone out on strike that it is for their benefit to resume their duties in peace. Another reason for our coming is the protection of the many foreign and Chinese residents of this port who are in imminent danger and who are, at the present time, spending many anxious moments as they do not know what is going to happen to their lives and their property."

This statement was made to a representative of the N.C. Daily News by General Pih Shou Chen, the youthful commander of the Shantung forces, who arrived in Shanghai from Nanking on Thursday evening.

A Dual Rank

A close friend and adviser of Marshal Chang Chang, Tapan of Shantung and Associate Commander-in-Chief of the Ankuechun (National Peace Restoration Army), General Pih Shou Chen is a major-general in the Chinese army and full admiral in the navy, for which he was originally trained, and is one of the very few officers who holds a dual or concurrent army and naval title and position.

"We have come here," he added, "for the purposes of maintaining peace and order and to pacify the people. There is no need for any unnecessary alarm. The reasons for our coming I have told you very frankly. We have come in accordance with official orders as we consider it our heavenly duty to maintain order locally," said General Pih, "because we know the Reds and certain unscrupulous agitators are actually menacing the people."

Utmost Secrecy Preserved.

In reply to the pressman's question, whether they would take the places of Marshal Sun Chuan Fang's troops, General Pih said that he had received definite orders to co-operate with the Allied Forces in the maintenance of peace. He would not be drawn into a discussion of the military situation on the ground that military affairs should be treated with utmost secrecy.

He said, however, that he was bringing his entire 5th Army to Shanghai and that, by midnight, he expected 10,000 men would arrive. These would consist of five regiments. In his army, there were altogether some 20,000 men, divided into a brigade (5,000 men) and the remainder regiments, comprising 1,500 men each. Those of his men who had not yet arrived were stationed along the Shanghai-Nanking Railway at Chinkiang, Changchow, Yushih and Soochow and, after they were brought here, their places would be filled by troops under the command of Brigadier General Chang Tz Ying (former Commissioner of Shanghai and Woosung Police and a brother-in-law of Marshal Chang Chung Chang).

Armoured Cars, Cannon and Russians.

So far, said General Pih, no armoured cars had come to Shanghai but they would be here in due course with heavy field pieces. Asked how many Russians were under his command, the General said a couple of thousand. All of these were now Chinese citizens so it could not be claimed that the Shantung forces were being aided by foreigners.

Questioned further regarding the disposition of Sun Chuan Fang's men, the general remarked that they would remain where they were for the present until definite orders had been received regarding them. He could not say if they would be disbanded or transferred to Sungking or Nanking. He would have to await orders regarding this matter.

Asked whether Marshal Chang Chung Chang would come to Shanghai, the general replied in the affirmative. The Marshal was still in Nanking, he said, and would come here in a few days. He was waiting for General Pih's entire army to precede him. General Pih said, in reply to a further question, that he expected certain of his gunboats to come to Shanghai in the near future.

AN IMPRESSION OF THE FORCE.

The Ubiquitous Executioner.

The Shantung soldiers were stationed on one platform and those of the Allied Army were on the neighbouring one. The station presented a martial appearance and the entrances to the platforms were heavily guarded. Indeed, the platforms were full of armed soldiers and executioners, the former with bayonets fixed, and the latter with their swords hanging across their

backs and carrying Mauser pistols in their belts. In the station itself, soldiers of both armies intermingled, but neither spoke to the other. In comparison with Marshal Sun Chuan Fang's troops, the Shantung men appeared to be far better trained, much more efficient, certainly more business-like and, at least, better equipped. Clad in heavy woollen padded uniforms, and unlike their Allied friends, few carried umbrellas and did not seem to fear the rain.

One noticed a number of young boys, some not yet in their teens, in uniforms and, upon inquiry, one was told that these were messenger or coolie boys, whose daily task was hard. They ran all messages, bought things for the soldiers, ran about with foodstuffs for distribution, carried things and so forth.

If these men are as good fighters as one is led to believe, the Southerners will certainly not have an easy time in occupying Shanghai.

SUN CHUAN FANG'S LINE OF DEFENCE.

OPERATIONS HELD UP BY RAIN.
FRONT FROM HANGCHOW BAY TO TAIHU.

The position of the Cantonese and Northern armies is similar to that of the confronting armies two years ago when Marshal Sun Chuan Fang was advancing on Shanghai. Marshal Sun Chuan Fang has between 40,000 and 50,000 men deployed along a line from Sungking and a small point to the east to Kinsan, which is situated on Hangchow Bay directly south of Sungking. They belong to the 3rd and 5th divisions of his army. Another division has been reduced in personnel by half, owing to the desertions and probable captures by the Cantonese. It is highly probable that most deserters will be rounded up by his armies as he has thrown a cordon across country in the vicinity of Minghong, with the sole purpose of stopping runaways.

The Southerners at Kashing. The invading army reached Kashing on Wednesday last week, after having marched from Hangchow along the rail lines, Marshal Sun's retreating soldiers having taken with them most of the rolling stock. "Since that time although there has been no conflict it is understood that the oncoming troops have secured two engines and a number of wagons."

That they have yet left Kashing has not been established. On Wednesday last week, only one battalion had arrived there although two divisions were en route from the Chinkiang capital. The Southerners came down in orderly fashion and took possession of Kashing with no resistance, the last group of stragglers having left the city an hour before. Several foreigners who were there spoke to them, and found them to be anti-foreign, although they did not molest them.

At Kashing six Belgian Fathers have remained, the only foreigners with the exception of a Russian in the Customs. No information has been obtained regarding the whereabouts of Messrs. Harvey, Cox and Smith, who were stationed with the Customs at Kousengiao, the port of Hangchow, whence one starts for Mokanshan.

The retreating Allied Army—the retreat begun as a rout according to Western standards—were not worried about the situation—every one seemed happy and just wanted to get back to the base at Sungking. The last party to come through brought machine-guns and howitzers and infantryman had at least 150 rounds, and the majority possessed up to 300 rounds. All officers carried Mauser pistols.

Hangchow has remained quiet since the arrival of the Southern troops. There has been no looting and soldiers bought umbrellas, lanterns and, strange to say, socks, paying, it is actually said, in good hard cash.

Sun Chuan Fang's Command.

General Meng is in charge of military affairs. His G.H.Q. is situated in the former Tuchen Lu Yang Hsiang's offices at the yamen well toward Shanghai from the railway station. At Minghong General Yin Jen is commanding.

It is not believed by those who have been at the front that any engagement can take place for some time—mainly because of the three large bridges, Nos. 24, 31 and 30, which the invaders must cross. These have been mined, to be blown up on the enemy's advance. The country, which is very low-lying, is flooded with water and advance on foot is out of the question now.

(Continued on next column.)

DEFENCE OF THE CONCESSION.

BRITISH LINE FROM SOOCHOW CREEK TO THE FRENCH CONCESSION.
EFFECTIVE ARTILLERY.

Judged by past experience the position of Shanghai was likely to be distinctly uncomfortable yesterday, says last Saturday's N.C. Daily News. It was known on Thursday night that there were many deserters from Sun Chuan Fang's army, and they were reported to be within 12 miles of the Settlement. Accordingly the Gloucesters were instructed by the Brigade Commander to stand by on Thursday night, and it was decided that the defence position should be taken up yesterday morning by the troops. Fortunately, however, their services were not required.

The line for the defence of the Settlement had for its boundary the Soochow Creek on the north. Then it ran south along the line of the railway towards Yuyuen Road, and so to the French Concession. A certain amount of barbed wire had already been put up in this vicinity, and additional work was carried out during the day, although it was interfered with by the rain. The Gloucesters were on the right of the line and then came the two Punjabi Regiments, while the Durhams and Suffolks were held in reserve.

Troops for the defence line moved from their billets immediately after breakfast, and the two Punjabi battalions had a march of over seven miles. With their mules carrying the transport and machine guns they passed along Bubbling Well Road towards 10 a.m., and they immediately took up position. It is understood that various mills and other institutions in the district affected had indicated their willingness to afford accommodation to the troops, but in practice this did not work out satisfactorily. A great many of the troops, however, found accommodation in the Kung Yik mill, and efforts were made to provide quarters elsewhere. Jesfield Park was in a state of great activity, accommodation for another 1,000 men being taken in hand.

A matter of fact the rain, while causing the greatest discomfort to the troops, ensured their being but little disturbed by the expected refugee soldiers from Sun Chuan Fang's army. Everybody except the Shanghai Defence Force seemed to have gone under cover, and only four stragglers from Marshal Sun's army were dealt with, two of these were deserters and two men who had been wounded.

The Artillery.

The movement of the Shanghai defence force to the west of the Settlement made an interesting diversion to those who had to be about in spite of the rain. While the pack battery with its mules carrying the parts of the 3.7 inch howitzer moved off early in the morning, the section of the 8-inch howitzer battery which was landed from the Hohua only two days ago, did not appear until 11 a.m. Then the most interesting sight so far afforded by the Shanghai Defence Force was seen. First came the tractor, wheels inside its caterpillar apparently going round at an enormous rate and the whole thing keeping up a speed of about four miles an hour. Hitched on to it was the ammunition wagon, also on a caterpillar, and carrying some 50 shells and the gun's crew, and then the six-inch howitzer itself—a thing of beauty from the artillery point of view but hardly so pleasant from the other standpoint. The guns went along the Bund some distance south of Nanking Road and then turned about and carried on up the Malao. The handling of these gun trains excited intense admiration, the drivers apparently having no more difficulty in manœuvring them than has the driver of the smallest two-seater. The third tractor, which is a spare part of the battery, and which had nothing to drag, created the greatest interest by turning in its own length.

It was decided that this heavy artillery would not be required, and as a result the two guns returned to Yangtzepoo. The pack battery, however, proceeded to Yuyuen Road, where the personnel were billeted in the Public School for girls.

Sun's plan of defence is as follows: His line extends from Kinsan to beyond Sungking. Beyond it is a line, where it is understood that a force has been established. There is a possibility that the retreating brigade which sailed 10 steam-launch trains may join them there. The right flank is believed quite secure. Should the Southerners defeat the left flank on the Hangchow Bay side, they are to fall back on to Minghong, where 4,000 troops are now stationed. This will form a salient with Sungking at the peak, where trenches have been dug and mountain guns were placed by soldiers.

1927 Edition

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AND

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CRICKET.

MR. RUMJAHN'S XI BEAT
THE VOLUNTEERS.

TWO COUNTY PLAYERS TO
APPEAR TO-DAY.

The match between the Volunteers and the Army was cancelled yesterday, but the former met a team captained by Mr. A. A. Rumjahn, the Hon. Secretary of the League, on the Club de Recreo ground. Many prominent players took part.

Mr. Rumjahn's team won and he was responsible for a valuable contribution of 51 runs for his side. Ramsay (K.C.C.) scored 41 for the Volunteers.

Scores:—
MR. RUMJAHN'S XI.
E. A. Lee, c and b Wales... 13
S. V. Gittens, c Standage, b Summers... 17
Capt. F. G. Davis, c Jax, b Wales... 8
J. E. Hancock, c Burgess, b Summers... 8
A. A. Rumjahn, l.b.w., b Vallack... 51
Capt. Perfect, b Vallack... 24
F. Goodwin, b Summers... 14
F. Zimmers, not out... 4
W. Hong Sling, b Vallack... 15
D. Alves, c Mitchell, b Wales... 1
A. P. Gutierrez, not out... 7
Extras... 7
Total... 167

Bowling Analysis.
O. M. R. W.
Vallack... 12.5 1 47 3
Lyal... 11 1 34 0
Wales... 11 0 44 3
Summers... 8 0 35 3

VOLUNTEERS.
A. W. Ramsay, c Sling, b Goodwin... 41
J. C. Lyal, c Sling, b Rumjahn... 5
H. E. Standage, b Goodwin... 6
F. E. Lawrence, run out... 2
E. J. R. Mitchell, c Rumjahn, b Perfect... 6
H. C. Burgess, b Lee... 3
F. T. Orr, b Goodwin... 4
S. Jax, run out... 4
G. R. Vallack, not out... 5
J. A. Summers, c Goodwin, b Lee... 1
C. D. Wales, b Lee... 1
Extras... 3
Total... 84

Bowling Analysis.
O. M. R. W.
Goodwin... 15 0 27 3
Gittens... 3 1 10 0
Rumjahn... 3 0 10 1
Perfect... 7 1 20 1
Davis... 2 0 8 0
Hancock... 3 0 5 0
Lee... 3 0 43 3
Bowler 2 wickets.

TO-DAY'S MATCH.
On the Hong Kong Cricket Club ground to-day, the Volunteers meet the United Services. We learn that two County Players will appear for the latter, viz., Hunt, who has played for Gloucester, and Dales of Hampshire.

UNIVERSITY FACULTIES
MATCH.
ARTS v. ENGINEERING.

This game will take place to-day at 2 p.m. sharp.
Arts:—Mr. B. P. Ny (Capt.), Dr. R. Pousonby Fane, Messrs. J. Barrow, T. E. Yeoh, J. E. Noronha, R. Zimmers, S. V. Gittens, F. Zimmers, A. Baker, G. G. Edwards and A. N. Other.

Engineering:—Mr. W. M. Gittens (Capt.), Prof. M. H. Roffey, Prof. F. A. Redmond, Messrs. H. C. Hunt, J. L. Youngs, A. J. Hazeland, A. B. Suliman, Chong Tuck Wing, L. Tajima, S. Karmani and H. T. M. Barma.

RUGBY FOOTBALL.

ENGLAND'S SCORUM HALF.

ON THE WAY TO CHINA.

Included in the 1st Battalion, the Middlesex Regiment, which is part of the force coming to China, is J. R. B. Worton, the Rugby scrum-half for England, and J. D. Clinch, the Irish forward.
The 1st Middlesex Regiment is on board the *Karmala*, which is proceeding direct to Shanghai in order to land tanks. It is possible that the two battalions aboard, the 1st Middlesex and 1st Border Regiment, will return to Hong Kong, but that, of course, will depend on the situation.
If the Middlesex Regiment return to Hong Kong, we may see something of these Rugby players in local matches.

HOME FOOTBALL.

[THROUGH REUTER'S AGENCY.]

London, Feb. 28th.
In the Northern section of Third Division of the English League, Wigan, playing at home, defeated Lincoln by 3 goals to 2.

FOOTBALL.

COUNCIL MEETING.

SHIELD: SEMI-FINAL.

A meeting of the H.K.F.A. Council was held last evening in the H.K.F.C. pavilion when it was decided to play the final of the Sunday Herald Charity Cup on Saturday, March 18th, 1927.

The game is:—
Scotland v. China, H.K.F.C. ground at 4.00 p.m.

H.K.F.A. Challenge Shield: Semi-Finals.

The semi-finals of the Challenge Shield were also drawn as under:

Senior.
Saturday, March 18th, 1927.

Kick-off at 4.30 p.m.

K.O.S.B.'s v. H.K. Police at H.K.F.C. ground.

Kowloon v. R.A., Sookunpoo "A" ground.

Junior.
Kick-off at 2.30 p.m.

China Athletic "A" or St. Joseph's "B" v. K.O.S.B.'s Res., H.K.F.C. ground.

Kowloon Res. v. H.K. Club Res., Sookunpoo "A" ground.

SHANGHAI FOOTBALL ASSOCIATION.

DRAW FOR NAVY AND ARMY CUP COMPETITIONS.

The following is the result of the draw for the "Army and Navy Cup (Shanghai—1927)" and the "British Army Company Cup (Shanghai—1927)" which took place on February 22nd:—

ARMY AND NAVY CUP.

1.—H.M.S. Enterprise v. H.M.S. Durban.

2.—H.M.S. Hawkins "B" v. H.M.S. Findlay "B".

3.—Gloster Regt. "A" v. H.M.S. Carlisle "B".

4.—H.M.S. Hawkins "A" v. H.M.S. Gloster Regt. "B".

5.—Gloster Regt. "B" v. H.M.S. Carlisle "A".

6.—H.M.S. Findlay "A" v. Suffolk Regt.

7.—Durham "A" v. Durhams "B".

8.—H.M.S. Caradoc, bye.

COMPANY CUP.

1.—"B" Co., Suffolks v. "A" Co., Glosters.

2.—"C" Co., Suffolks v. H.Q. Wing 1, Suffolks.

3.—H.Q. Wing Glosters v. "B" Co., Durhams.

4.—"C" Co., Durhams v. H.Q. Wing 2, Suffolks.

5.—"C" Co., Glosters v. "D" Co., Durhams.

6.—"D" Co., Suffolks v. "A" Co., Durhams.

7.—"A" Co., Suffolks v. "D" Co., Glosters.

8.—"B" Co., Glosters v. H.Q. King, Durhams.

All arrangements for the matches in the competitions will be made by the Shanghai Football Association. The above draws represent the first round games. For subsequent rounds, the teams will be bracketed in pairs, e.g., the winners of (1) will play the winners of (2), the winners of (3) will play the winners of (4), etc.; while the survivor of (1) and (2) will play the survivor of (3) and (4), etc.

OXFORD RUGBY CAPTAIN.

MR. DAVID LANDALE'S SON.

Mr. D. F. Landale, who has been appointed captain of the Oxford University Rugby Team, is the son of Mr. David Landale, formerly of Shanghai and Hong Kong, himself a Rugby player of distinction in his day, being in the triumphant Fettes teams of 1886 and 1887, when the Internationals, Mr. A. Methuen, Mr. Ian Macintyre, and Mr. C. T. Fleming and Mr. W. Wotherpoon, were also playing. Young Mr. Landale is the first Etonian to captain Oxford at Rugby.

GOLF.

THE G\$10,000 CHALLENGE MATCH.

[THROUGH REUTER'S AGENCY.]

St. Petersburg, Fla., Feb. 28th.
In the challenge match for G\$10,000 over twenty-two holes, at Miami and Sanford, Hazen won the match, defeating Sarazen by 5 up and 7 to play.

U.S.R.C. "AT HOME."

CONCLUSION OF TENNIS TOURNAMENT.

In spite of all the semi-finals in the United Services Recreation Club annual tennis tournament not having been completed, the Committee have decided that in any case the following finals will be played to-morrow:

Event 4.—Ladies' Doubles (handicap).

Event 5.—Ladies' Singles (handicap).

Event 6.—Mixed Doubles (open).

Event 10.—Ladies' Singles (open).

The Committee also request that all competitors remaining in the tournament will kindly attend at the Club at 2 p.m. to-morrow when it is hoped to arrange for their matches to be played off.

GENERAL STRIKE REVELATIONS.

MR. J. H. THOMAS TELLS OF
TALK WITH MINERS' LEADERS.

"KNAVES OR FOOLS."

Remarkable details of the interview, just before the calling of the General Strike in England last summer, at which the miners' leaders repudiated the agreement they had made to allow the T.U.C. to handle the negotiations were given by Mr. J. H. Thomas at Newport.

"The miners' representatives, who had given us in writing their preparedness to negotiate on district agreements," declared Mr. Thomas, "now told us: 'We never intended, when we said 'district negotiations, that hours were to be included.'"

"Then I said: 'You are either knaves or fools. You have been trifling with us.'"

"Mr. Tom Richards asked: 'Why all this humbug. It is a lie to say we did not know it for hours among ourselves.' Six or seven others said the same thing in our presence."

"If I had resigned and the people who talked about the general strike had controlled it the consequences would have been much worse than they are to-day," was another statement by Mr. Thomas.

Story of Mr. Hodges in Tears.
On one occasion, he said, after the Miners' Executive had stated that there was no bridge to peace, and Mr. Frank Hodges had denied this to the Government, he found Mr. Hodges in tears. Mr. Hodges told him he was writing out his resignation because, he said, he had been thrown overboard.

"I pointed out the gravity of the crisis and," said Mr. Thomas, "I spoke very plainly."

He knew the general strike must fall because the community in such matters were more supreme than any section.

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SIR THOMAS LIPTON RETIRES FROM CONTROL.

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After a career of strenuous commercial activity such as few men have surpassed, Sir Thomas Lipton—now in his 77th year—has decided to relinquish active control of the great business which he founded.

It was announced last month that, after consultation with the committee which, at Sir Thomas's request, has been inquiring into the position of Lipton, Ltd., and has now made its report to the directors—he has expressed a desire, in view of his long services and for reasons of health, to avail himself of an immediate rest. Sir Thomas's special knowledge and experience will, however, remain at the disposal of the company, for he has consented to accept the office of life president, retain the chairmanship, and to act in an advisory capacity when desired.

At Sir Thomas's desire the new executive chairman will be Sir John Ferguson, and there will be a reconstituted board of directors, whose names will shortly be announced.

Sir Thomas Lipton's Career.
Sir Thomas Lipton, who was born in Glasgow of Irish parentage, at nine years old was an errand-boy at the weekly wage of half a crown. At 25 he started in Glasgow the little provision shop from which grew the vast organisation which bears his name.

Describing his work in the little Glasgow shop, Sir Thomas once said:

"I simply worked 25 hours a day, and studied all the time how to please my customers. I used to sleep on the premises. Some happy advertising on a small scale brought about success, and I was soon able to get branches and put them in charge of men who had worked under me. With my theories and practice, and always buying for cash, and selling for cash, and trying to get into direct relations with the actual producer, my prosperity has come."

Sir Thomas's later activities spread all over the world—tea-gardens in Ceylon, jam factories, bakeries, tin, paper, printing, and soap works.

His philanthropy is well known. He gave, for example, £100,000 to establish the Alexandria Trust for the erection of cheap restaurants.

Everybody knows of his efforts to win the American Cup with his Shamrock yachts. Knighted in 1898, Sir Thomas was created a baronet in 1902.

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BUCK JONES
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[BRITISH WIRELESS SERVICE.]
Rugby, Feb. 25th.
Paris... 123.85
Brussels... 124.85
Amsterdam... 121.11
Berlin... 120.47
Copenhagen... 120.20
Vienna... 124.45
Helsingfors... 120.21
Bisbon... 217/82
Bombay... 1/5.61/64
New York... 4.65.3/32
Geneva... 25.22
Milan... 100/1
Stockholm... 13.16
Oslo... 18.63
Prague... 183/4
Madrid... 28.90/1
Athens... 37/5
Buenos Aires... 47.5/16
Yokohama... 2/0.3/16
Shanghai... 2/0/1
Hong Kong... 2/0/1
Silver (spot)... 36 1/2
Silver (forward)... 25 1/2

FILMING A TRAIN.

CLOSE-UP PICTURES OF THE WHEELS GOING ROUND.

Arrangements have been completed to cinematograph the London and North-Eastern Railway's "Flying Scotsman" train, for a new film entitled "Speed."

Pictures will be taken from the footplate of the engine which has been specially fitted with a projecting steel shelf to enable close-up pictures of the wheels in motion to be secured by a special microscope camera worked by compressed air.

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SATURDAY, 5th MARCH, 1927.

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HONG KONG.

MR. DUNBAR WINS THE DERBY.

HONG KONG JOCKEY CLUB'S ANNUAL MEETING.

ANOTHER ENJOYABLE DAY'S RACING.

[By RAPIER.]

The Derby was no doubt responsible for the unusually large crowd at Happy Valley yesterday. The weather was cold but not uncomfortably so and many of the ladies wore furs which always look smart and seem to create a general atmosphere of warmth.

H.E. the Governor and Lady Clementi again attended and were met on arrival by the Hon. Mr. G. M. Bernard and Mr. H. P. White.

During the tiffin interval the Band of the K.O.S.B.'s marched up and down the Sand track discoursing inspiring music which was enjoyed not only by the Europeans present but by a very large number of Chinese who were congregated on the Golf Course.

"The Derby as usual enriched quite a number of people through the medium of sweeps and one of the lucky winners was Mr. G. E. Ellams who collects over \$20,000 in the Chinese Club sweep.

Bengal did not go out yesterday although he could easily have picked up a race. He is apparently being nursed for The Champions but his chances of winning this event do not appear quite as rosy as they did on Monday.

The Racing.

The first race gave Mr. Wallace his initial win and a cup which was well deserved as he is an unusually keen rider.

Mr. Dunbar picked up an easy win in the Exchange Plate on *Chesapeake Bay* and there was a grim fight for second place between *The Goblin* and *Attaboy*, which resulted in a dead heat.

The Derby was a most disappointing race much to the surprise of the public and more especially the holders of sweep tickets only three ponies faced the Starter. *Elliot Days*, as I anticipated, won very easily with *Canadian* well behind and *Misty Eve* cantering home. Mr. Dunbar received a well-deserved ovation when he led his pony in as he has met with triumph and disaster in the same spirit. His support of racing in bad times and in the face of ill luck fully merits all he has coming to him now in the shape of wins.

Skidoo's win in the Subscription Griffins Challenge Cup produced \$36, the first good dividend of the day. Mrs. R. J. Paterson won the same race last year with *Dobbin* and the Subs. Challenge Cup now becomes her property. As she was largely responsible for obtaining the subscription griffins under very difficult circumstances her success gave great satisfaction.

San Francisco Bay again brought Mr. Dunbar's stable into the limelight by winning the Great Southern Stakes in easy style.

The Lusitano Cup proved a struggle between *Battle Eve* and *Democrat* and in some ways it is a pity that Mr. Roda did not win the cup presented by his Club.

Brigade Call won the Challenge Cup as I predicted he would, in the absence of *Attaboy*, but he was all in at the finish.

Mr. Ross upset the field by winning the Royal Navy Cup on *Barley Grass* and paying a very handsome dividend of \$120.00. There was a big field which made the win all the more creditable.

Mr. Sokoloff got his first win on *Canadian* in the Black Rock Stakes which was not unexpected.

The last race saw *Saligia* qualifying for the Champions by winning two lengths from *Ukelele*. *Saligia* is, in my opinion a mile pony and I do not look to him doing much in the Champions to-day.

The Jockey Club machinery seems to go more smoothly each time it is used, and those working it are to be congratulated on their efficiency.

THE OFFICIALS.

The following were the officials:—
Patron.—H.E. Sir Cecil Clementi, K.C.M.G.

Honorary Stewards.—H.E. Vice-Admiral Sir Reginald Y. Tyrwhitt, Bt., K.C.B., D.S.O., D.C.L. (Oxon), H.E. Major-General C. C. Luard, C.B.E., C.M.G., and Commodore J. L. Pearson, C.M.G.

Stewards.—Mr. H. P. White, Sir Henry Gollan, Kt., C.B.E., Lieut.-Col. G. K. Hall Brutton, Mr. R. M. Dyer, Hon. Mr. D. G. M. Bernard, Mr. R. J. Paterson, Mr. C. A. Peel, Mr. M. T. Johnson, Mr. H. Birkett, and Mr. F. Sutton.

Stewards in Charge of the Scale.—Mr. R. M. Dyer and Mr. C. A. Peel.

Judge.—Mr. D. E. Clark.

Assistant Judge.—Mr. P. Tester.

Starter.—Lieut.-Col. G. K. Hall Brutton.

Second Starter.—Mr. H. C. Macnamara.

Stewards in Charge of Paddock.—Mr. F. Sutton.

Handicapper.—Mr. C. M. S. Alves.

Stewards in Charge of Pari-Mutuel.—Hon. Mr. D. G. M. Bernard and Mr. M. T. Johnson.

Timekeeper.—Mr. H. H. Priestley.

Hon. Surgeon.—Dr. J. C. Macgown.

Hon. Veterinary Surgeons.—Major F. Hogg, R.A.V.C. and Mr. L. Reidy.

Secretary.—Mr. C. Bernard Brown.

Treasurers.—Messrs. Linstead & Davis.

Clerk of the Course.—Mr. R. J. Paterson.

YESTERDAY'S RESULTS.

1.—The Jockey Cup: One Mile. Winner \$500; Second \$300; Third \$100. A Cup will be presented to the winning Jockey. For China ponies, that have started in and have not won a race at this meeting and that have not at any time won three flat races, to be ridden by Jockeys who have not won five flat races in Hong Kong or China. Weight for inches as per scale. Winners 5 lbs. extra. Jockeys 2 lbs. extra for each flat race won. Extra \$5.

Mr. Dynast's King of England, 155 lbs. (Mr. Wallace) 1. Messrs. Hall and Shenton's The Ghou (late Bangor), 155 lbs. (Mr. Gordon) 2. Messrs. Dyer and Beith's Rechabite, 154 lbs. (Mr. Bulpeel) 3. Also ran: Southampton, 153 lbs. (Mr. Stanton); Timmouise, 155 lbs. (Mr. Greenway).

Won by three lengths; many lengths between second and third. Time: 2:12.15.

Pari-mutuel:—
Winner:—\$3.60.
Places:—1st \$6.60; 2nd \$12.70.

2.—The Exchange Plate: From the Two Mile Post Once Round and in. (About One Mile and 165 Yards). Presented by the Bankers and Exchange Brokers of Hong Kong. Value \$1,000 to winner. Second to receive \$300 and Third \$200. For China ponies. Weight for inches as per scale. Ponies that have started in and not won a race of one mile or over at this meeting allowed 3 lbs. Griffins of this meeting allowed 5 lbs. Subscription griffins of this meeting allowed 10 lbs. Allowances accumulative. Entrance \$10.

Mr. L. Dunbar's Chesapeake Bay, 153 lbs. (Mr. Dallas) 1. Messrs. Hall and Shenton's The Goblin, 155 lbs. (Mr. Ralph) 2. Messrs. Tester and Abraham's Attaboy, 155 lbs. (Mr. Encarnacao) 3.

Also ran: King of the Plains, 152 lbs. (Mr. Haimovitch); Grey Knight, 152 lbs. (Mr. Reidy). Won by two lengths; dead heat. Time: 2:19.1-3.

Pari-mutuel:—
Winner:—\$3.60.
Places:—1st \$5.10; 2nd \$5.10. *Dead heat.

3.—The Hong Kong Derby: One Mile and a Half. A Sweepstakes of \$20 each with \$2,000 added. For China ponies, bona fide griffins of this meeting. First pony to receive 70 per cent. Second 20 per cent. Third 10 per cent. of the total amount. Weight for inches as per scale. Ponies to be ridden by jockeys who have won at least 5 official flat races in Hong Kong or China, or jockeys approved by the Stewards.

Mr. L. Dunbar's Elliot Bay, 158 lbs. (Mr. Dallas) 1. Messrs. Toog and Priestley's Canadian, 155 lbs. (Mr. Sokoloff) 2. Mr. Eve's Misty Eve, 158 lbs. (Mr. Pote-Hunt) 3.

Won by four lengths; many lengths between second and third. Time: 3:15.1-5.

Pari-mutuel:—
Winner:—\$4.40.
Places:—1st \$8.10.

(Continued on next column.)

SELECTIONS FOR TO-DAY.

[By RAPIER.]

Grand Stand Stakes.
1. Mr. Roda's Selected.
2. Messrs. Toog and Priestley's Selected.
3. Southampton.

The Hong Kong Stakes.
1. Skidoo.
2. Kom Tong Hall.
3. Pottenbush.

If Skidoo does not run Bing Boy should take 3rd place.
The Governor's Cup.
1. The Goblin.
2. Ukelele or Dobbin.
3. Sunburst Rose.

The Ladies' Purse.
1. Misty Eve.
2. King of Troy or Mr. Dynast's Selected.
3. Messrs. Toog and Priestley's Selected.

The American Cup.
1. Mr. Dunbar's Selected.
2. Mr. Dynast's Selected.
3. Mr. Roda's Selected.

The Phathon Stakes.
I have not yet seen the handicaps but these stables should be followed:—
Mrs. Austin's, probably Grey Knight.
Messrs. Toog and Priestley's probably Saucy Sue.
Mrs. R. J. Paterson's.
Messrs. Hall and Shenton's.

The Champion Stakes.
1. Mr. Dunbar's Stable.
2. Bengal.
3. Canadian.

For an outside bet I recommend King of Hearts.

The Consolation Stakes.
1. Attaboy.
2. Messrs. Hall and Shenton's selected.
3. Mrs. Paterson's selected.

Attaboy may not run here, but he should win a race to-day wherever started.
The Nil Desperandum Stakes.
1. Loch Tummel.
2. The Scooter.
3. The Grig.

If The Scooter does not run King Han should get a place.

4.—The Subscription Griffins' Challenge Cup:
One Mile and a Quarter.

Value \$1,000. For subscription griffins of this meeting. Weight for inches as per scale. To be won two years consecutively by ponies the bona fide property of the same owner or owners. Winner to receive \$500 and 70 per cent. Second \$200 and 20 per cent. and Third \$100 and 10 per cent. of the entrance fees until the Cup is finally won when the second pony will receive 75 per cent. and the third pony 25 per cent. of the entrance fees in addition to the place money. Entrance \$10.

Mrs. R. J. Paterson's Skidoo, 155 lbs. (Mr. Brodie) 1. Mr. Ho Kom Tong's Kom Tong Hall, 155 lbs. (Mr. Encarnacao) 2. Messrs. Dyer and Beith's Loch Tummel, 152 lbs. (Mr. Reidy) 3.

Also ran: Pottenbush, 155 lbs. (Mr. Gordon); Bashak, 155 lbs. (Mr. Wallace); Tangle, 155 lbs. (Mr. Bulpeel); Festive Eve, 155 lbs. (Mr. Pote-Hunt); The Grig, 152 lbs. (Mr. Ralph); White Mouse, 152 lbs. (Mr. Chan); Min River, 152 lbs. (Mr. da Rosa); Fox Trot, 152 lbs. (Mr. Macgown); Perversity, 152 lbs. (Mr. Seth); Oirec, 155 lbs. (Mr. Haimovitch); Bagheera, 152 lbs. (Mr. Dallas); Kwong Chow, 155 lbs. (Mr. Stanton); Bing Boy, 152 lbs. (Mr. Sokoloff); Mountain Fox, 155 lbs. (Mr. Bouafeld); The George and Vulture, 155 lbs. (Mr. Greenway); Salt Cellar, 155 lbs. (Mr. Wong).

Won by five lengths; half a length between second and third. Time: 2:43.1-5.

Pari-mutuel:—
Winner:—\$3.60.
Places:—1st \$6.60; 2nd \$5.90; 3rd \$25.50.

5.—The Great Southern Stakes: Six Furlongs.

Winner \$800. Second \$200. Third \$100. For China ponies. Weight for inches as per scale. Winners at this meeting 5 lbs.; of two or more races 7 lbs. extra. Griffins allowed 5 lbs. Subscription griffins of this meeting allowed 10 lbs. Allowances accumulative. (Jockey allowance.) Entrance \$10.

Mr. L. Dunbar's San Francisco Bay, 153 lbs. (Mr. Dallas) 1. Mr. Dynast's King of Troy, 155 lbs. (Mr. Haimovitch) 2. Messrs. Dunbar and Stanton's San Diego, 153 lbs. (Mr. Stanton) 3.

Also ran: The Gomeril, 153 lbs. (Mr. Ralph); Loch Rannoch, 153 lbs. (Mr. Bulpeel); Grey Morn, 153 lbs. (Mr. Reidy); September, 149 lbs. (Mr. Brodie); The Regent, 158 lbs. (Mr. Encarnacao); Grande del Norte (late The Goshawk), 158 lbs. (Mr. Sokoloff).

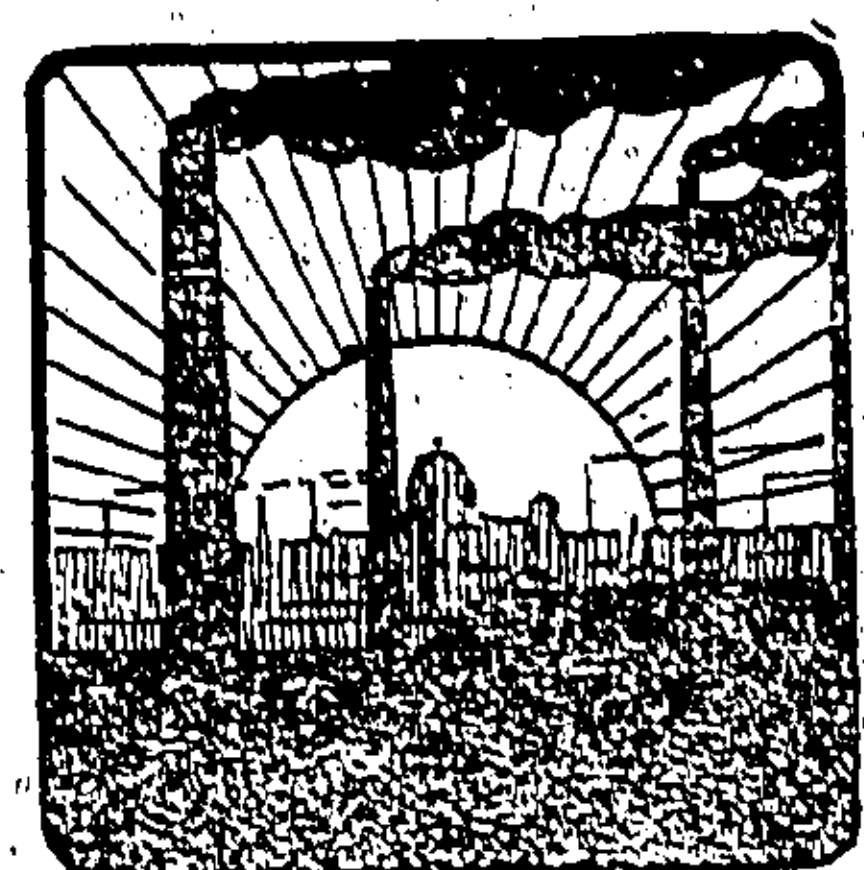
Won by six lengths; three lengths between second and third. Time: 1:31.1-5.

Pari-mutuel:—
Winner:—\$18.50.
Places:—1st \$9.00; 2nd \$7.50; 3rd \$28.40.

(Continued on page 6.)

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A REAL "THRILLER."

[BY OUR FILM CRITIC.]

If you enjoy a detective story and want to see a fine film of a kind quite different from what is generally shown, don't miss the Queen's to-day. The detective story makes an appeal of its own which is felt by men and women of all ages and classes, because it is made to the primitive hunting instinct which lies in the heart of each one of us. Man is at once the noblest and most cunning of all animals, and the detective story gives a peculiar thrill which no other type of fiction can provide.

"The Mystery Club" is a detective story made more vivid and exciting by being played by living persons before our eyes. It is besides what unfortunately the novel often fails to be—really mystifying and interesting, and you cannot fall into that almost irresistible temptation to look at the end. The story is woven round the luxurious club of a number of millionaires all descended from rising practical ancestors. One suspects that the piratical strain is not quite killed by civilization and that these dinner-jacketed clubmen still fly the "Jolly Roger" in the world of business. At all events they have a reverential admiration for their forefathers and an itch to outwit the forces of law and order. They agree that each member shall commit a penal offence with a forfeit of 2,000 dollars for detection, the crimes and their order to be decided by secret ballot. How these amateur law breakers succeed and the adventures which they meet is the theme of the play, and a very good play it makes. It is not such plain sailing as they expect and they find themselves groping in a mystery which leaves them all wishing they had confined their piracy to the legitimate lines of finance.

RUBBER MARKET.

LATEST QUOTATIONS AND DIVIDENDS.

Messrs. Carroll Bros. advise the following sales made to the Straits:—
Allenby's \$3.50
Ayer Moleks 2.75
Jimahs 2.50
Pajams 2.55
Sandygofts 3.10

The following dividends have been declared, viz:—
The Narborough Rubber Estate (F.M.S.), 5 per cent. interim.
Colnaburg Estate, 12 1/2 per cent. interim.
Ayer Moleks, 20 per cent. Final (making 40 per cent. for the year).
Nyalas, 8 per cent. interim.

DER A. WING'S CAPITAL
REDUCED.

PRINTING DEPARTMENT
SOLD.

SUPREME COURT GRANTS
APPLICATION.

Mr. C. G. Alabaster, K.C., on behalf of Der. A. Wing Company, Limited, applied to Mr. Justice Wood at the Supreme Court, for confirmation of a special resolution passed at an extraordinary general meeting for the capital to be reduced from \$500,000 to \$460,000.

Mr. Alabaster said that the Company intended to cancel 4,000 shares of \$10 each belonging to Mr. B. W. Bradbury, merchant, and Chan Tong, compradore, both of Hong Kong. The petition further stated that the Company was incorporated in 1923 under the Companies Ordinance, and was limited as to capital to 50,000 shares of \$10 each. The Company had issued 16,780 of its shares and \$10 per share had been paid up except in the case of 4,610, on which calls had not been paid.

In Clause 49 of the Articles of Association of the Company, it was provided that they could from time to time, by special resolutions, reduce their capital in any manner permitted by law. Special resolutions were duly passed at extraordinary general meetings held on September 29th and October 13th, 1926, when it was resolved:—"That the capital of the company be reduced from \$500,000 to \$460,000 divided into 46,000 shares of \$10 each, to be affected by cancelling 4,000 shares of \$10 each belonging to Mr. B. W. Bradbury, merchant, Hong Kong, and Chan Tong, compradore, in pursuance of an agreement made between the Company, Mr. Bradbury, Chan Tong, and the Linotype and Machinery, Limited."

According to the agreement part of the business of the Company and the goodwill, in connection with the printing department, would be sold in consideration, *inter alia* of the cancellation of the 4,000 shares. The creditors of the Company, excluding the Linotype and Machinery, Limited, included only the usual temporary creditors in the course of the current business, and the Company had sufficient funds in hand to pay the accounts. His Lordship after noting that there was no opposition granted the application.

SITUATION IN CANTON.**RENEWED CONFLICT BETWEEN UNIONS.****STREET FIGHTING ANTICIPATED.****A DELEGATION FOR MOSCOW.**

(FROM OUR CHINESE CORRESPONDENT.)

During the past few days there has been renewed conflict between "Red" and "anti-Red" labour unions and the long drawn out dispute between employers and assistants over dismissals seems to be coming to a head. As the Government cannot apparently arrive at any decision without first resorting to arbitration, which generally leads nowhere, the various factions are beginning to take matters into their own hands. Everyone believes the result will be a revival of street fighting.

The Canton extremists are circulating a report that M. Borodin is lacking the stand made by the discharged workers against their former employers. It is said that he has instructed Mr. Sun Fo to return to Canton from Hankow to give his advice in the dispute.

It must not be imagined that all Labour Unions are affiliated with the Kuomintang. In Canton City 120 unions with a membership of nearly 350,000 have registered with the Kuomintang Labour Bureau. There are, in addition, 120 unions with a membership of 167,000 who have failed or have refused to register. These are generally termed "anti-Red." In addition there are 150 or 160 unions who profess to take no part in politics at all.

The "Reds" in Canton have been trying to amalgamate all the labour unions into one organisation, first using the name of the Workers' Delegate Conference and, subsequently, that of the Kwangtung Provincial Labour Federation. So far, however, all their efforts in this direction have failed.

Since the success of the Nationalists at Hangchow many Chinese merchants in Canton have joined the Kuomintang. It is said that merchants of the Kuomintang from more than 15 cities will soon assemble in Canton to swear allegiance to the Three People's Doctrines preached by Dr. Sun Yat Sen.

It is reported that a delegation will be organised from Canton to visit Moscow to return the visit paid by the representatives of the Third International. In April a delegation of German "comrades" is expected in Canton.

During 1926, there were 119 fires in Canton. Over 1,000 houses were destroyed completely and 495 partly damaged.

ROBBERS ATTACK JUNK.**CAUSEWAY BAY INCIDENT.****THREE ARRESTS MADE.**

On the pretext of searching for contraband, five robbers boarded a passenger junk at Causeway Bay at about 1 o'clock yesterday morning.

Once on the junk, one of the robbers seized the mistress and after wounding her wrist with a chopper removed a pair of bangles valued at \$30. The master attempted to go to the assistance of his wife but was knocked on the head and rendered unconscious. The sister of the woman, however, succeeded in raising the alarm by blowing a police whistle, and the five robbers immediately jumped overboard. One reached shore and made good his escape, while the other four were arrested by the crew of a steam launch nearby.

COLDSTREAM GUARDS ARRIVE.**REMAINING ABOARD S.S. "KINFAUNS CASTLE."****UNCERTAINTY AS TO PLANS.**

Yesterday morning the 2nd Battalion, the Coldstream Guards arrived here on the s.s. *Kinfauns Castle*. The ship berthed alongside Holt's Wharf, which the *Kildonan Castle*, with the 1st Devonshires aboard, had vacated the previous day. The latter ship is still in mid-stream.

In addition to the Coldstream Guards there also arrived on the *Kinfauns Castle* Divisional Headquarters, and other details.

The Coldstream Guards who have arrived number about 800, including the officers and N.C.O.'s.

Neither the Coldstreams or the Devonshires have disembarked yet, and it was learned on enquiry at Military Headquarters yesterday that they are not yet aware whether the troops will proceed to Shanghai without disembarking. Orders are still awaited with regard to the ultimate destination of the two regiments.

Yesterday morning, the Coldstreams, headed by their band, marched through Kowloon, and yesterday afternoon some of them were to be seen at the races; while others were observed exploring the Central district. Detachments of the Devonshire Regiment carried out marches on the Hong Kong side of the harbour yesterday.

The Coldstream Guards is one of the famous British Foot Guard Regiments, of which the Colonel-in-Chief is H. M. the King. The Regimental Motto is "Nulli Secundus" and the Regiment carries the King's colours, as well as its own Regimental colours. It has many honorary distinctions, and during the Great War raised five Battalions.

The Commanding Officer of the 2nd Battalion is Lieut.-Col. P. R. B. Lawrence, M.C., and the following are the officers: Majors The Viscount Marisham, and C. J. M. Riley, M.C., Captains O. W. H. Lesse, D.S.O., M. F. Trew, R. V. Martyn, Lord Bingham, M.C., and A. B. C. Reynolds. Lieuts. Lord Stratheden, Sir Walter Bartlett and Sir Terence Falkner.

The Coldstreams (who are the first unit in the history of the Brigade of Guards to be detailed for service East of Suez) were to have been accommodated later at the Peninsula Hotel, and in the course of the past two weeks preparations for them have been in progress.

Turkey has been the furthest point reached for many years by a regiment of Guards. Following the Chanak crisis, the Irish Guards were stationed at Constantinople.

Entertainment Work.
In connection with the efforts which are being made for the entertainment of the troops a committee has been formed by the Wanchai Wesleyan Church and a tentative programme has been mapped out.

This provides for a series of concerts and other entertainments, the first of which will be given at the Soldier's Home, Arsenal street. On Thursday the concert will begin at eight o'clock, and a hearty invitation is extended to all members of the Services.

NAVAL MOVEMENTS.**JAPANESE AND ITALIAN WARSHIPS ARRIVE.**

There arrived yesterday the Japanese cruiser *Ohi* and three destroyers from Swatow. These vessels will remain here for seven days in connection with training manoeuvres. The destroyers will then proceed to Canton and the cruiser to Formosa.

The usual salutes were exchanged during the morning.

The Italian destroyer *Muccio* arrived on Monday, and anchored off Yaumati.

The Eighth Destroyer Flotilla, now on its way East, is expected to arrive in Hong Kong about March 12th.

CORRESPONDENCE.**LIMITED LIABILITY CO. MANAGEMENT.**

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

Sir,—It is surprising how little active interest is taken by shareholders in the management of Companies in which they invest their money. I have seen it stated somewhere that a people have the Government they deserve. If this be true of nations it must be no less true of shareholders in some of our local Companies. A healthy interest on the part of shareholders in all that concerns a Company is the best guarantee of that Company's success and prosperity. Can it be wondered at that the management of a Company, in which the shareholders evince no interest, in time comes to disregard the shareholders entirely and when the shareholders do wake up and make their voices heard the minority may by clever manoeuvres stifle all attempts at reform if such reform be desirable in the interests of the Company. It is also possible for a small clique to obtain the direction of a Company owing to lack of interest and want of understanding by the shareholders of the issues involved. A casual observer might consider a majority of votes cast at a meeting to be conclusive evidence of the wishes of the shareholders of that Company. Such is not always the case. Quite recently at a Company meeting the voting was participated in by 27 shareholders each holding one share only and by 63 shareholders each holding five shares only each. One of the principal speakers on the other side is the registered holder of seventy shares and his companion speaker who spoke with no less force and authority is the registered owner of one hundred shares. And yet those speakers and their friends with one and others with five shares to their credit carried the day as far as the voting at that meeting was concerned.

If legitimate shareholders and investors will not attend meetings of limited liability Companies what is to be expected but that which does sometimes happen—Yours truly,

ONLOOKER.

"GIVE YOUR WINNINGS TO CHARITY."**CHURCH CRITICISM OF ASH WEDNESDAY FOR RACE DAY.**

"It is unfortunate," says the current issue of *St. John's Cathedral Notes*, that the authorities of the racing world here have arranged for one of the days of the Annual Race Meeting to fall on Ash Wednesday. It was probably a quite unintended affront to Church discipline, and it is to be hoped that the said authorities will inflict upon themselves some severe penance, such as eating nothing but rice that day and giving all their winnings to some charity.

"Undoubtedly the spirit of gambling is clean contrary to the growth of the spiritual life and those who are drawn into the habitual encouragement of the gambler's lust for unearned gain generally end by losing all that is best in this world and the next."

HEALTH OF THE PORT.

During the week ended last Saturday 8 fresh cases of small-pox and six fatalities from the disease were reported. All were Chinese.

There were four cases of diphtheria, 1 British, 3 Chinese, and two deaths.

Five cases of enteric fever were reported, 2 British and 3 Chinese. There were three deaths from this complaint.

On Saturday and Sunday, two cases of small-pox and one each of diphtheria, were reported, all being Chinese. On Monday one case of small-pox and one of diphtheria, both Chinese, were notified.

"SUNNING" PIRATES' LAST FLING.**DESPERATE DASH FOR LIBERTY.****WARDERS OVERPOWERED AND SHOT.****GANG TO BE EXECUTED THIS MORNING.**

Four out of the six *Sunning* pirates, who were condemned to death at the Criminal Sessions on January 27th, made a desperate dash for liberty in the small hours of yesterday morning. Two warders who went into the condemned cell to give the prisoners a drink of water were overpowered, and their revolvers were used against them. In the surprise attack two Europeans and one Indian warders were wounded. The pirates, however, did not succeed in getting out of the prison, and they were, as had been arranged, due to be executed this morning.

The four men were confined together in one of the condemned cells in the main prison building, and had been awaiting execution at the Victoria Gaol since January 27th, when the death sentence was passed upon them at the Supreme Court. Somehow the prisoners got to know that they were to be hanged to-day, and the desperate bid for liberty yesterday morning was, therefore, in the nature of a last fling.

Official Statement.

Interviewed by a *Daily Press* representative, Mr. J. W. Franks, Superintendent of the Victoria Gaol, made the following statement:

"At about 1.15 this morning the Principal Warder who was in charge of the prison at the time had occasion to open the cell where four out of the six condemned *Sunning* pirates were confined.

"During the night, these four prisoners had somehow managed to loosen themselves from the handcuffs and light chains with which they were secured in accordance with general gaol practice.

"When the Principal Warder, who was accompanied by another warder as assistant, entered the cell, they were both pounced upon by the four men—two prisoners to each warder. A struggle ensued, the two officers being overpowered and relieved of their revolvers.

"The noise of the affair attracted the attention of other officers who immediately hurried to the scene, and the prisoners used the two stolen revolvers, firing at the officers.

"What happened immediately after that is still to form the subject of investigation. It is known, however, that three officers were shot in the leg—one in the buttock and one in the thigh. An Indian officer was shot in the ankle. None of the officers were seriously wounded.

"The alarm had been sounded, and when I arrived on the scene I found that the prisoners were back in their cell, into which they had apparently gone of their own accord when they discovered that their attempt to escape was not likely to be successful."

Prison Breaking Impossible.

One of the prisoners was knocked out by a blow on the head inflicted by another Indian warder. The other three pirates were in such haste to get away that they did not trouble to avenge their companion, but made a dash for the grille at the far end of the corridor. Finding this securely locked, the prisoners lost their heads and dashed aimlessly up and down the corridor.

Location of the Cells.

In describing the position of the cells, Mr. Franks explained that the cell opened on to a corridor, at each end of which there was a locked iron gate. It was presumed that when the prisoners saw these gates and also the numbers of other officers who were running up, they realized that all hope of escape was gone.

(Continued on next column.)

LOCAL WEDDING.**MISS E. M. FINCHER—MR. A. E. GUEST.****YESTERDAY'S CEREMONY AT ST. PETER'S CHURCH.**

A pretty wedding, and one of much local interest, took place at St. Peter's Church, West Point, yesterday afternoon, the Rev. H. Copley Moyle officiating. The service was a fully choral one.

The bride, Miss Edith May Fincher, is very well known locally, having been employed on the staff of Messrs. Davie Boag & Co., Ltd., she is the daughter of well known Kowloon residents, Mr. and Mrs. W. F. Fincher, of No. 1, Leys Building, Kowloon. The bride's mother was confirmed and married at St. Peter's Church, and the bride was baptized and confirmed at that Church.

The bridegroom was Mr. Albert Edward Guest, wireless operator, residing at No. 6, Jordan Road, Kowloon.

Miss Fincher, who was given away by her father, looked very charming in a dress of white charmeuse trimmed with silver embroidery and pearls, and a train of white georgette embroidered with silver panels and edged with silver lace over shell pink georgette. She wore a long tulle veil, with coronet of pearls, and orange blossom. The bride's dress, etc., was made by Madame Flint. Her bouquet consisted of a sheaf of white rosebuds and chrysanthemums and she was attended by Miss Edwina L. Rogers, as bridesmaid, and by Miss Iris Woolley, as flower girl.

Miss Rogers wore a dress of mauve georgette, and Miss Woolley was attired in shell pink georgette. The former's bouquet was of sweet peas, and the flower girl had a silver basket trimmed with pink tulle, and filled with rosebuds.

The "best man" was Mr. Frank Brett, of the Public Works Department.

After the Church ceremony, a reception was held at No. 229, Nathan Road, and later Mr. and Mrs. Guest left for their honeymoon, which is being spent at the Repulse Bay Hotel. They leave for England on the P. & O. s.s. *Mongolia* on March 16th.

The bride's going away costume was of two-tone embroidered French crepe-de-chine, with hat to match, and she also wore a white fox fur.

The bridegroom's present to the bride was a diamond and platinum chain and pendant, and that of the bride to the bridegroom a gold wristlet watch and a camera.

The bridegroom's present to the bridesmaid was a gold slave bangle, and to the flower girl a gold locket and chain.

Among the many presents received by the bride was a beautiful silver rose bowl and travelling clock from the staff of Messrs. Davie Boag & Co., Ltd., and the Directors of the firm gave her a cheque.

gone and that they went back into the cell to avoid being shot at.

Stolen Revolvers Recovered.

A search of the cell was immediately made and one pistol recovered. The other revolver was found wrapped up in a blanket just outside the cell. This accounted for the two revolvers taken from the overpowered warders.

The prisoners were again fastened together with new chains and securely locked up for the rest of the night.

The injured officers were immediately removed to the Government Civil Hospital. Their wounds were carefully examined and it was stated yesterday by Mr. Franks that all of them are progressing favourably.

One of the wounded officers is Principal Warder D. Daniels, who is 49 years of age, has been with the Prison Department since 1919. The second European warder who was injured is said to be Warder White.

The six *Sunning* pirates, including the four men who made the breakaway, were to be executed this morning.

EFFECTIVE MARCH 1st, 1927.**SUBSTANTIAL REDUCTIONS IN PRICES OF GROCERIES & PROVISIONS.**

ON looking through our newly issued Grocery Price List you will notice that we have adopted a new system of pricing—all goods being quoted at considerably reduced NETT Rates.

IN future a separate account for Groceries only, will be rendered to save confusion with Items purchased in other Departments.

YOU will find this decrease in prices to your advantage amounting as it does to more than the 5% granted previously.

IF you do not receive our new list, may we have the pleasure of sending you one?

LANE, CRAWFORD, LTD.

Spring! The High Time For Sports of All Sorts!**FOR EQUIPMENT**

Come to

THE SINCERE Co., LTD.

"THE HONG KONG EMPORIUM"

Special Prices to Schools and Clubs.

H.M.S. PINAFORE**RECORDS—****VOCAL GEMS—SELECTIONS MUSIC—****VOCAL SCORE****LIBRETTO**

AT

ANDERSON'S.**USE DISTINCTIVE STATIONERY**

New and up-to-date styles of

Relief Stamped

NOTEPAPER.

Address Dies cut at low rates.

RELIEF STAMPING GIVES YOUR STATIONERY AN AIR OF DISTINCTION.

KELLY & WALSH, LTD.

STATIONERS.

CHATEL ROAD.

NEW ADVERTISEMENTS.

BRUNNER, MOND & CO.
(CHINA), LTD.

DURING—my absence on leave, Mr. E. L. JUDD will be in charge of the Company's interests in South China.

G. F. HANLON,
Divisional Manager,
Hong Kong, February 28th, 1927.
(4623)

WILLIAM SCOTT TURNBULL,
DECEASED.

ALL CLAIMS against the Estate of above Deceased, who died in Singapore on the 17th day of FEBRUARY, 1927, should be sent immediately to the Undermentioned Solicitor for the Estate.

A. J. O'CONNOR,
Solicitor,
6, QUEEN'S ROAD CENTRAL,
Hong Kong.
(4624)

HONG KONG SHAREBROKERS' ASSOCIATION.

NOTICE IS HEREBY GIVEN that the HONGKONG SHAREBROKERS' ASSOCIATION will be closed on WEDNESDAY, 2nd MARCH, and SATURDAY, 5th MARCH.

By Order of the Committee,
PAUL HODGSON,
Secretary.
Hong Kong, 26th February, 1927.
(4605)

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED our offices to YORK BUILDING (Top Floor) CHATER ROAD.

THOMSON & CO.,
Chartered Accountants,
Hong Kong, February 23rd, 1927.
(4614)

HONG KONG & SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND declared for the year ending 31st DECEMBER, 1926, at the rate of Three Pounds Sterling together with a Bonus of Two Pounds Sterling is payable on and after the 23rd FEBRUARY, 1927, at the Office of the Corporation where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
A. H. BARLOW,
Chief Manager,
Hong Kong, 26th February, 1927.
(4613)

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY GENERAL MEETING will be held at the Company's Office, P. & O. Building, on SATURDAY, 5th MARCH, 1927, at 11 A.M. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st DECEMBER, 1926, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 21st FEBRUARY to 5th MARCH, 1927, Both Days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co., Ltd.,
Agents,
Hong Kong, 12th February 1927.
(4554)

G. R.

THE TECHNICAL INSTITUTE.

THE INSTITUTE will RE-OPEN on TUESDAY, MARCH 1st. Students joining classes held at QUEEN'S COLLEGE will be enrolled at the EDUCATION DEPARTMENT Only (Five Brigade Station Building, 3rd Floor); Those joining classes held at the Central English School, Kowloon, may be enrolled at that School.

Entry Forms may be obtained at the EDUCATION DEPARTMENT or at the CENTRAL BRITISH SCHOOL.
(4605)

NOTICE.

MONIES up to \$400,000 are available for investment on First Class Mortgage Security subject to a Trustee Valuation.

Apply to—
Messrs. DEACONS,
1, Des Voeux Road Central,
Hong Kong.
(4441)

ON SALE.

HONG KONG HANSAID REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1926.

Revised by Members.
PRICE \$5.
HONG KONG DAILY PRESS OFFICE

INTIMATIONS.

U. S. R. C.

ANNUAL TENNIS TOURNAMENT.

IN spite of all the SEMI-FINALS not being completed, the Committee have decided that in any case the following Finals will be played on THURSDAY, MARCH 3rd.

Event 4.—Ladies Doubles (Handicap).
5.—Ladies Singles (Handicap).
6.—Mixed Doubles (Open).
10.—Ladies Singles (Open).

They also request that all Competitors remaining in the Tournament will kindly attend at the Club at 2 P.M. on MONDAY 3rd, when such remaining as can be will be completed.

For the Committee,
Capt. G. F. CHARLES,
Hon. Secretary.

THE SEAMEN'S INSTITUTE.

21, PRATY EAST.

ON FRIDAY NEXT, 4th MARCH.

By kind Permission of

CAPTAIN B. H. RAMSAY, M.V.O., R.N.

H.M.S. "DANAE'S"

DANCE BAND

will give

A CONCERT

in the above Institute commencing at

8.45 P.M. punctually.

Collection in aid of the Missions to Seamen.

ADMISSION: FREE.

[4618]

HONG KONG BOXING ASSOCIATION.

SIXTH TOURNAMENT OF THE SEASON.

SATURDAY, 5th MARCH,

AT 8.15 P.M.

AT THE

THEATRE ROYAL.

MAIN EVENT:

15 Round Contest for Welterweight

Championship of the Colony.

Stoker NORMAN MORRIS

(H.M.S. Hermes)

c.

A.B. DIXON

(H.M.S. Frohisher)

BOOKING AT MOUTRIES—

MEMBERS—2nd & 3rd MARCH.

GENERAL PUBLIC—4th & 5th MARCH.

USUAL PRICES. [4612]

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INTIMATIONS.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

OF THE

VALUABLE LEASEHOLD

PROPERTY

Situate at Victoria, Hong Kong, and known as SECTION C of INLAND LOT No. 1274, Together with the Messuages, Erections and Buildings known as Nos. 5, 7, 9, 11, 13, 15 and 17, SAI YUEN LANE erected thereon.

Area: 7,601 Square Feet. Proportion of Annual Crown Rent: \$62.20, To be Sold

IN THREE LOTS,

Lot 1—Nos. 5, 7 and 9, SAI YUEN

LANE situate on portion of

SECTION C of INLAND

LOT No. 1274.

Lot 2—Nos. 11 and 13, SAI YUEN

LANE situate on another

portion of SECTION C of IN-

LAND LOT No. 1274.

Lot 3—Nos. 15 and 17, SAI YUEN

LANE situate on the Remain-

ing portion of SECTION C of

INLAND LOT No. 1274.

To be Sold BY

PUBLIC AUCTION

THURSDAY, THE 3rd DAY OF MARCH,

1927, at 3 o'clock P.M.

AT THEIR

SALES ROOM,

DUDELL STREET, VICTORIA, HONG KONG,

OF THE

CHINA AUCTION ROOMS.

Mr. E. V. M. R. DE SOUSA, Auctioneer.

For further Particulars and Condi-

tions of Sale, Apply to—

Messrs. JOHNSON, STOKES &

MASTER,

PRINCE'S BUILDING, HONG KONG,

OR TO

THE AUCTIONEER

The China Auction Rooms,

Hong Kong, 17th February, 1927.
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INTIMATIONS.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1927.

2ND & 5TH MARCH.

MEMBERS' BADGES.

MEMBERS' BADGES of AD-
MISSION are now ready
and may be obtained by those Mem-
bers, who have not already received
them, from Messrs. LINSTAD &
DAVIS, ALEXANDRA BUILDINGS.

Members are reminded that these
badges will also admit them to all the
EXTRA RACE MEETINGS of this
Year.

MEMBERS' ENCLOSURE.

Members have the privilege of in-
troducing Two Non-Members to the
Members' Enclosure.

A Limited Number of Tickets are
available and may be obtained from
Messrs. LINSTAD & DAVIS,
ALEXANDRA BUILDINGS, on or before
SATURDAY, FEBRUARY 26th, 1927,
at Cost of \$10.00 Each Per Day or
\$30.00 for the Meeting.

The Charge for Admission for
Ladies to the Members' Enclosure will
be \$4.00 Per Day. Each Member can
obtain upon application to the SECRET-
ARY, Badges for the Admission of Two
Ladies Free of Charge. On no pretext
will Children be permitted in either
Enclosure during the First Three Days
Racing.

PUBLIC ENCLOSURE.

Tickets of Admission to the Public En-
closure: Price \$3.00 Per Day for all
persons including Ladies, may be
purchased from Messrs. KELLY &
WALSH, LTD. or at the Gate.

Soldiers and Sailors in Uniform Ad-
mitted to the Public Enclosure at \$1.00
Per Day.

Admission by Ticket Only.

SERVANTS' PASSES.

Passes for Servants will be issued on
application to Messrs. LINSTAD &
DAVIS, ALEXANDRA BUILDINGS.

Employers are requested to distribute
them with discrimination, and to
endorse their Names on the Passes.

Servants are not permitted in the
Members' Enclosure except for passing
through on their duties, but must
remain in their Employers' Stands.

Any Persons found loitering about
with Servants' Passes in their possession
will forfeit the same and will be removed
from the Enclosure.

By Order,

C. B. BROWN,

Secretary.

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A TRAITOROUS GENERAL AND STAFF OF THE NORTHERN ARMY.

ONE OF MARSHAL SUN'S GENERALS, WITH HIS STAFF, DESERTS.

MORE SHANTUNG SOLDIERS ARRIVING AT SUNGKIANG.

AMERICA AND THE JOINT USE OF MILITARY FORCES IN CHINA.

BRITISH LABOUR LEADERS AND THE CANTONESE FOREIGN OFFICE.

While we are eagerly and anxiously awaiting news of the anticipated struggle at Sungkiang, which is in the Shanghai District. Everything still points to a decisive action taking place there at an early date.

The news from the Yangtze ports still testifies to the continuance of chaotic conditions in that part of China.

A TRAITOROUS GENERAL.

ONE OF MARSHAL SUN'S GENERALS AND STAFF DESERT.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, March 1st.

One of Sun's leading Generals, at Sungkiang, Meng Chao Yueh (who had already given Sun a good deal of trouble) and his staff deserted this morning, refusing to fight along with the Shantung troops. Meng Chao Yueh commanded a division. What action his probably now officerless men are taking is at present unknown, but it is feared that this important defection forebodes further serious dissensions between the allies at Sungkiang whither the Shantung troops were proceeding in much larger numbers this afternoon.

JOINT USE OF MILITARY FORCES IN CHINA.

U.S.A. HAS NO SECRET TREATY.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 1st.

Mr. Kellogg, Secretary of the State Department, who has been suffering from a severe cold for weeks has gone to Charleston, South Carolina, for a fortnight's rest. He informed the Foreign Affairs Committee of the House of Representatives that America had no secret treaty with any of the foreign Powers regarding the joint use of military forces in China.

BRITISH LABOUR LEADERS' VACILLATION.

[THROUGH REUTER'S AGENCY.]

LONDON, March 1st.

Commenting sympathetically on Dr. Haden Guest's resignation, the Times says that nothing has shown the Labour leaders' weakness and vacillation in so glaring a light as the series of contradictory movements—the admission of responsibility towards the protecting of endangered British subjects combined with the denunciation of every step required to protect them from the reckless talk about British aggression and the still more dangerous intrigue with a Chinese faction—which has marked their whole handling of an extraordinarily difficult national problem.

"Flagrant Folly and Mischief."

The Daily Telegraph agrees with the speech of Earl Birkenhead in condemning the sending of a telegram by the British Labour Party to the Cantonese Foreign Office as unparalleled in any British party's record and says there are signs that even those who committed the Party to this course of flagrant folly and mischief would gladly have forgotten it. The Labour Party's spokesmen are likely not to attempt to answer Lord Birkenhead's indictment but to take their castigation silently.

EXPLOSION IN A WELSH COLLIERY.

200 MINERS ENTOMBED.

HEROIC EFFORT LEADS TO MANY BEING RESCUED.

[THROUGH REUTER'S AGENCY.]

LONDON, March 1st.

About 200 miners were entombed as the result of an explosion in the marine colliery at Cwm Ebbwvale early this morning. A number of the men have been brought up to the surface and sent to hospital.

HEROIC RESCUES.

A LARGE NUMBER OF LIVES SAVED.

[THROUGH REUTER'S AGENCY.]

LATER.

Marine Colliery is one of the largest and most modern mines in the South Wales coalfield, and employs 1,700 men. The explosion occurred at 1 a.m. The latest report shows that there were 133 miners in the pit, and it is estimated that all but 55 have been rescued by the nine rescue parties from all parts, who were feverishly working, though much impeded by falls of rocks and after-damp. Some of the members, who were overcome by the fumes, collapsed at the bottom of the shaft, but were brought up to safety.

ANOTHER PIT DISASTER.

FEARED SIXTEEN MEN DROWNED.

[THROUGH REUTER'S AGENCY.]

LONDON, March 1st.

While pit-sinkers were working on staking at Bilthorpe Colliery, between Mansfield and Retford, water pipes, fixed in the shaft through which water was pumped, broke loose and went down the shaft carrying the staging to the bottom. It is feared that 16 of the men have been drowned. One was brought up alive.

A Snub.

LONDON, Feb. 28th.

Loud Ministerial cheers rewarded the prompt riposte by Sir Austen Chamberlain, replying to a supplementary question arising in the House of Commons regarding the trial of strikers arrested in the Shanghai International Settlement. Com. Kenworthy asked if instructions would be sent to the G.O.C. and Senior Naval Officer to prevent Chinese who were arrested in the territory of our Concession being handed over for summary execution. Sir Austen Chamberlain pointed out that this was an International Concession against the presence in which of British troops Com. Kenworthy and his party consistently protested. Com. Kenworthy asked whether the G.O.C. had been instructed to carry out the traditions of the British Army and Sir Austen Chamberlain retorted: "No! It is not necessary to instruct a British officer to carry out British traditions."

Labour Party "Riding The Tiger."

LONDON, Feb. 28th.

Referring to the "vacillating and irresponsible course of the Labour Party in the present grave and difficult Chinese situation," Sir Herbert Samuel, the new Chairman of the Organisation Committee of the Liberal Party in a speech at the Eighty Club, London, said: "We watch an uncomfortable leader being quietly taken when he does not want to go, for he realises the force of the Chinese proverb: 'He who rides a tiger can never dismount.'"

Labour M.P. Secedes.

LONDON, Feb. 28th.

Dr. Haden Guest, M.P., has resigned from the Labour Party owing to his disagreement with the Party's attitude on the question of China. (Dr. Leslie Haden Guest has been one of the most prominent members of the Labour Party for many years. He practised as a Doctor in London and Manchester, and went out to the South African War as a Civil Surgeon. He served throughout the European War, serving as a Major in the R.A.M.C. in France, Egypt and Palestine.)

General Butler to Command American Marines.

WASHINGTON, Feb. 28th.

Brigadier General Snoddy Butler has been ordered to China in command of the Marines. General Butler is known as a very strict disciplinarian, and was sent by the Navy Department three years ago to re-organise the "easy-going police of Philadelphia. He became the terror of 'boot-leggers.'"

THE AVIATION DISASTER IN THE ARGENTINE.

PRESIDENT AND CABINET MINISTERS ATTEND FUNERAL SERVICE.

[REUTER'S AMERICAN SERVICE.]

BUENOS AIRES, March 1st.

The President of the Argentine and the Ministers of War and Marine attended the funeral service for the victims of the American air crash, after which the bodies were placed on a steamer for New York.

Colonel Pedro Zanni, the Argentinian aviator who attempted a world flight two years ago, delivered a funeral oration.

GENERAL ESTRADA SENTENCED.

[REUTER'S AMERICAN SERVICE.]

LOS ANGELES, March 1st.

General Estrada, ex-Mexican Minister of War, has been convicted of violating the United States Neutrality Laws by engaging in revolutionary activities against Mexico, and sentenced to 21 months in a Penitentiary with a fine of \$10,000.

MEXICO'S OIL AND LAND LAWS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 1st.

President Calles, in a personal letter to Senator Borah, states that 380 companies have complied with the Mexican Oil and Land Laws.

U.S. NAVAL PLANS.

MODERNISING TWO BATTLESHIPS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Feb. 28th.

The House of Representatives has passed and sent to the Senate a Bill authorising an expenditure of \$26,150,000 to modernise the battleship *Oklahoma* and *Nevada*, including the elevation of their turret guns, and to complete three ships now in course of construction.

U.S. OIL SCANDAL.

FRAUD AND CORRUPTION.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Feb. 28th.

The Supreme Court has issued a judgment declaring that the lease whereby Mr. H. L. Doheny's interests were to develop the Elk Hills naval oil reserve and contracts, whereby they were to build storage facilities at Pearl Harbour, were "tainted by fraud and corruption," the Court cancelled the lease and contracts.

FRENCH WAR DEBT TO AMERICA.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Feb. 28th.

The Treasury has notified that the official offer of the French Government to pay the United States \$10,000,000 on account of the outstanding French War Debt by June 15th is en route to Paris.

AN EXPENSIVE BRITISH CONSULATE.

SEVERE CRITICISM.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 28th.

The report of the Comptroller Auditor on the Civil Services Appropriation Accounts, mentions the erection of the Consulate at Tengyueh, Yunnan Province, which was originally estimated to cost £28,950; but which had involved up till March 31st, 1926, an expenditure of £12,000.

The Lords of the Treasury expressed "great regret that owing, partly to the inherent difficulties of the situation and partly also to the inability of officers in charge of the work to cope effectively with the situation, and to a lesser degree to the failure of department officers in Shanghai to exercise effective control, a very serious excess on the original estimate must be incurred before building could be completed." The work since has proceeded most slowly, owing to local opposition, acute labour troubles and delay in the delivery of materials. Moreover, the district is subject to sporadic raids by bandits. The latest report to the Treasury, dated October, 1926, forecasts the total expenditure at about £10,500.

[Tengyueh is in the south-west of Yunnan, practically on the border of the Northern Shan States.]

INDIA'S FINANCES.

ENORMOUS SURPLUS FOUR LAST YEAR.

TARIFF CHANGES.

[THROUGH REUTER'S AGENCY.]

New Delhi, Feb. 28th.

A surplus of 331 lakhs, which is 200 lakhs over the estimate, was announced by Sir Basil Blackett, Finance Member of the Executive Council of the Governor-General of India, in presenting the Budget in the Assembly.

Customs receipts have increased 130 lakhs, opium 88 lakhs, military expenditure 67 lakhs in the above estimate.

Sir Basil Blackett budgeted for a surplus of 370 lakhs in the next year on the basis of a 1s. 8d. rupee. He pointed out that with a 1s. 8d. rupee the position would show a worsening by 526 lakhs.

He proposed to abolish the export duty on hides and tea, but the losses on the latter would nearly be made up by an alternation in companies assessments.

Motor car duties would be reduced from 30 per cent. to 20 per cent. and tyres from 30 per cent. to 15 per cent. He proposed to abolish the import duty of 15 per cent. on rubber, seeds to help the young industry in Burma.

The stamp duty on cheques and bills of lading payable on demand would be abolished from July 1st. The import duty on unmanufactured tobacco would be raised from one to 1½ rupees per lb.

NAVAL LIMITATION.

BRITAIN AND PRESIDENT COOLIDGE'S INVITATION.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 28th.

Sir Austen Chamberlain, in the House of Commons, announced that Britain had accepted President Coolidge's invitation to a naval disarmament conference, but had pointed out that the relationship of such conversation with the proceedings of the Preparatory Commission at Geneva would require careful adjustment.

The terms of the reply to President Coolidge had been concurred in by all the Governments of the Empire except the Irish Free State, which had so far not replied to the Government's enquiry.

Cordial Sympathy.

The Reply to the United States, read by Sir Austen Chamberlain in the House of Commons, opens by expressing cordial sympathy with President Coolidge's invitation to participate in a conversation at Washington, and says that the views of the British Government upon the special geographical position of the British Empire, the length of inter-imperial communications and the necessity of protection for its food-supply are well known and, together with the special conditions and requirements of the other countries invited, must be taken into account. Nevertheless, Britain is prepared to consider to what extent the principles adopted at Washington can be carried further, either regarding the ratio of different classes of ships between the various Powers or in other important ways. Britain will do her best to secure the success of the proposed conference.

BRITISH POLITICS.

A BIG LIBERAL PROGRAMME.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 28th.

Speaking at the Eighty Club, London, Sir Herbert Samuel announced that the New Liberal Organisation Committee intended to secure at least 500 Liberal candidates for the next election, and he outlined Liberal policy for dealing with the serious industrial situation, carrying out the constructive parts of the report of the Coal Commission, land reform, maintenance of the strength of the Empire, friendship with all countries, close Anglo-American co-operation, peace and absolute loyalty to the League of Nations.

BRITAIN AND THE SOVIET'S NOTE.

NO REPLY.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 28th.

In the House of Commons, Sir Austen Chamberlain announced that the Government did not propose to reply to the Soviet Note.

THE COLOMBO STRIKE.

GOVERNMENT SUGGESTION AGREED TO.

[THROUGH REUTER'S AGENCY.]

COLOMBO, Feb. 28th.

The strikers are to resume to-morrow. All parties have agreed to a Government suggestion for unconditional arbitration.

ST. DAVID'S DAY.

WELSH NATIONALISTS' CELEBRATIONS.

A LETTER FROM SIR WILLIAM REES DAVIES.

The annual dinner of the Hong Kong St. David's Society (Cymdeithas Dewi Sant) was held at the Hotel Savoy last night, many members of the Society and guests being present.

During the evening a letter was read by the President from Sir William Rees Davies, a former President of the Society.

Those Present.

Those present at the dinner were: Mr. D. J. Lewis, President of the Hong Kong St. David's Society, presided, and there were also present Mr. R. Sutherland, past President of St. Andrew's Society, Mrs. Tratman, the Hon. Mr. E. D. C. Wolfe, Mrs. D. J. Lewis, Mrs. Wolfe, Mr. D. W. Tratman, Mrs. G. Grimble, and Dr. Black, Chairman of St. Andrew's Society, Mrs. Sutherland, Mr. L. E. Hopkins, Mr. W. A. Dowley, President of St. George's Society, Mrs. J. H. Smith, Dr. W. L. Thomas, Vice-President of St. David's Society, Mrs. Lindsell, Mr. E. J. R. Mitchell, Mr. J. T. Prior, Mr. G. S. Hugh-Jones, hon. secretary of St. David's Society, Mr. C. P. Anderson, Mrs. Olsen, Madame Sarraut, Captain R. D. Thomas, Mrs. Russell, Mr. F. White, Mr. J. Wynne Williams, Mr. R. E. Lindsell, Dr. J. C. McGown, Mrs. Mitchell, Mr. J. H. Smith, R.A., Dr. Morrison, Dr. Nicolson, Mrs. Fredericks, Mr. C. J. Walters, A/B F. C. Razez, R.N., Mrs. F. White, Mr. E. C. Thomas, Mrs. Hooper, Mr. F. Hooper, Mr. G. H. Elkins, Mr. W. H. Bell, Mrs. Remington, Mr. E. Ralphs, Mr. D. H. Blake, Mr. H. Owen Hughes, Lieut. Hughes, R.N., Mr. A. B. Raworth, Mr. D. M. Richards, Mr. A. E. Stone, Mr. D. Davies, Commander R. D. Williams, R.N., Inspector George, Mr. J. Muir, Mr. J. S. Thomas, Mr. J. Barrett, Mr. Black, Mr. G. Grimble, Mrs. W. H. Bell, Mr. J. Owen Hughes, Mr. Justice J. R. Wood, Mr. H. R. Remington, Mrs. Raworth, Mr. E. I. Wynne Jones, Mr. A. Dyer Ball, Mr. R. R. Davies, Mrs. A. G. Langston, Mr. A. Morris, Mr. H. G. Hughes, Mr. T. J. Price and Mr. R. Price.

President's Speech.

The President of the St. David's Society proposed the loyal toasts and that of "Hon Wlad fy Nhadau" ("Land of my Fathers"), the song being sung by Mr. D. M. Richards.

The President said: In view of the troubles that have surrounded us all for nearly two years I think we may congratulate ourselves upon having so large and representative a gathering here to-night.

British grit and endurance have carried us through so far and will I am sure carry us through to a happy solution of our troubles. We Welsh in Hong Kong are a small community but we hold up our heads with the best.

A Former President's Greeting.

The president read a letter from Sir William Rees Davies (formerly President of the Hong Kong St. David's Society). The letter was as follows:—

"I am writing to ask you as I believe, the new President of the St. David's Society in Hong Kong, to convey my hearty good wishes to all my fellow countrymen on St. David's day. I shall always retain the happiest recollections of our gatherings. Although our members in the Far East are few, we are a sturdy race and lack nothing in comparison with our Anglo-Saxon confreres."

"I shall raise my glass to you all on March 1st with fervent wishes for the success of the St. David's Society. Heaven bless you all."

Continuing the President said:—These annual functions, expressive of pride of race, pride of what is and has been ours, and expressive of national aspiration are I think all to the good.

We meet in no spirit of aggression or self assertion. We meet to vivify the memories of our homeland, to express our love of all that homeland means, and to do honour to the pious memory of our Patron Saint.

We rejoice in our pride of our country, of our race, of our history, which reaches back into the misty vistas of the past. We are also proud of the fact that we are free equal and loyal partners in that union of great races (who have borrowed our name) and who form the British Empire.

Some years ago at one of our annual dinners Sir Wm. Rees Davies, a Pembrokehire man, spoke of Pembrokehire as the Premier County of Wales. I think I was the only other Pembrokehire man present to support him. There was naturally a considerable amount of dissent because each of the other loyal Welsh present preferred the claims of his own County. However, be that as it may, Pembrokehire has an especial interest for all Welshmen on this St. David's Day.

Dewi Archbishop of Wales, our Patron Saint, had his episcopal seat at Mynyw a remote headland in Pembrokehire, where at a great age he finished his labours, and where to this day, in the great Cathedral which bears his name his mortal remains repose.

His fame was great in his lifetime. After his death his fame rapidly increased and by the time of the Norman Conquest his importance and sanctity were so fully recognised that St. David's was a notable place of pilgrimage.

This for some of us present to-night, is the land of our Fathers, but wherever our native hearth may be it is "The land of our Fathers the land of the free" which in all love and honour we celebrate this night.

Our Guests.

Proposing the toast of "Our Guests" Dr. Thomas said that although the St. David's Society in Hong Kong was a small Society compared with the kindred Societies of St. Andrew's and St. George's what they lacked in magnitude they made up for in warmth of welcome. He coupled with the toast the names of Mr. Dowley, and Mr. Sutherland.

Replying Mr. Sutherland made a happy speech replete with humour, drawing many laughable comparisons between Wales and Scotland. Mr. Sutherland also spoke of the immense value of National Societies in the Far East. Although the St. David's Society was much smaller in membership than the St. Andrew's and St. George's Societies, the larger Societies had the greatest admiration for the smaller units.

Speaking on behalf of the St. George's Society, Mr. Dowley said that on the 23rd of next month, the St. George's Society would be able to do something more in entertaining kindred Societies.

Musical Programme.

During the evening, a pleasing musical programme was rendered.

Among those contributing were Capt. D. R. Thomas, Mr. D. Davies, Mrs. White, Mrs. Hooper, Mr. L. E. Hopkins, Mr. A. E. Stone and Mr. F. White.

Mr. George Grimble was at the piano.

ST. DAVID'S DAY WREATH.

LAI'D BY MEMBERS OF SOCIETY ON CENOTAPH.

Yesterday being St. David's Day, members of the Hong Kong St. David's Society (Cymdeithas Dewi Sant) assembled at the Cenotaph at 11 a.m., and Mr. D. J. Lewis, the President, placed a wreath on the war memorial.

Among those present at the ceremony were Mr. J. Owen Hughes, Mr. L. E. Hopkings, Commander Williams, R.N.A., Mr. David Davies, Mr. H. Owen Hughes, Mr. J. S. Thomas, Mr. W. Wynne Jones, and Mr. G. S. Hugh-Jones (Hon. Secretary).

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THE HONG KONG DAILY PRESS, WEDNESDAY, MARCH 2nd, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Local Lectures on Petrol Engines—The Great Invention—The Big Car—Six Wheelers—Superstitions.

[BY AN OWNER-DRIVER.]

LOCAL LECTURES ON PETROL ENGINES.

During the past week two lectures of interest to motorists were given in Hong Kong.

Probably Mr. Lambert's lecture before the Institution of Engineers and Shipbuilders appealed more to the owner or owner-driver.

The lecture on Monday evening at the Helena May Institute was about aeroplanes. There were not many men present and probably that is why the lecturer did not discuss technical details to any great extent.

Somehow or other one gained the impression that more might have been said (and demonstrated with models) about the details of the engine.

HISTORICAL OUTLINE.

History is always entertaining but for all practical purposes the history of flight commenced with the application of the internal combustion engine to the problem.

The average attendant at a popular lecture on any technical subject is always much more interested in what is happening to-day than what took place years and years ago. He is also anxious to hear about what is likely to take place to-morrow.

Some of us were disappointed that there were no working parts of aeroplane engines and no lantern slides.

The lecturer had a clear and straightforward style of speaking and obviously knew a great deal about his subject. In common with many others who lecture before a mixed audience he found that he had not enough time at his disposal to say all that he wanted to say.

FACTS OF TO-DAY.

He had rather a grievance against the London newspapers because they record catastrophes in aviation. After all they seek news. It is news if a plane crashes because of the novelty of flying and public interest in aviation.

It was the criticism of a newspaper which by offering valuable money prizes stimulated so much interest in flying before the war.

If it had not been for the newspapers the Royal Air Force might have been at the mercy of some very conservative Admiral or General of the type who have always opposed the application of the latest discoveries. In the early days of steam power some of the older admirals with their Napoleonic war traditions called the steamers "tea-kettles" and the engineers "Lascars with oil cans."

It is not so long ago that Generals thought that tanks were ridiculous contrivances. They said that cavalry was more useful in warfare. Lord Curzon said that with regard to the Great War Britain "floated to victory on a sea of oil." Is it not, therefore, about time that every naval and military officer had some sort of training in the use of machinery?

MANY THANKS.

The naval officers do know quite a lot if they are junior enough to have come under the new scheme of training. Probably the flying corps have the best training in mechanism of the modern service men if we exclude naval engineers and the Royal Engineers.

A vote of thanks to the lecturer at the Helena May was well deserved. It would be however, much appreciated if he would give another popular lecture on the mechanism of the various engines used for the different types of aeroplanes.

Perhaps he might be persuaded to give one to some local engineering society.

Mr. Lambert is a recognised authority on automobiles. He has done excellent work for the local Government. It was a very fine achievement to adapt the locomotive works so that all Government motor vehicles could be repaired there.

A LIFE WORK.

When a man passes every working day in an organisation that is devoted to the repair of all sorts and conditions of cars he is sure to come across some unusual faults.

Mr. Lambert has a very happy knack of being able to explain the why and the whereof of such faults. Often it happens that a man who is immersed in a technical subject cannot explain the details easily. Mr. Lambert evidently remembers that there is an art in explaining such things in simple language.

It is hoped that he will be persuaded to repeat his recent lecture so that local motorists who were unable to attend might have another opportunity. The amateur who knows nothing about the

mechanism of a car and who is unused to drawings of machinery finds it difficult to teach himself from a book. The demonstration is the thing. Show the piece of mechanism rather than a drawing. Let the student see the object. That beats any description.

THE GREAT INVENTION.

The pneumatic tyre invented by Dunlop in the pre-motor car era was one of the great inventions connected with transport. It has been practically unchallenged in the motor-car industry. One firm turns out cars with solid tyres but those cars are used chiefly for commercial work.

The Dunlop Rubber Company introduced the well-base type of rim and the idea was applied to bicycles as long ago as 1890. This type of rim is especially applicable to balloon tyres for cars and it is said that to-day at least 90 per cent. of the British makers of cars use this type of rim.

The Ford Company have now decided to incorporate the principle in their "drop-centre" rim. It looks as if it is only a matter of time before the idea is applied to all motor-cars or motor lorries using pneumatic tyres.

THE BIG CAR.

Recent figures issued by the Ministry of Transport in Great Britain seem to show that small cars are becoming more and more popular. In America the small car is attracting attention. Is the big car, then, going out of fashion?

Of course not, all that is happening is that a number of people who used to say "We cannot afford a car" have now purchased one and it is usually of about 10-h.p. tax rating.

In Hong Kong the big car will always be popular with the Chinese community. Families are too large to allow that kind of car to go out of fashion. There is also too much wealth in the Chinese community to make strict economy the main factor to be considered. There is something delightful in the smooth easy running of a big car. How pleasant to be able to afford \$30,000 for a car! All big cars do not cost that amount; indeed very few make reach that figure. You can get quite a fine car for about \$4,000 Hong Kong dollars. In general it pays to spend as much money as you can afford on a car. You always get value, whether you pay \$1,500 or \$30,000. Some of us would like to be able to have three or four cars in regular use. Money may be the root of all evil but it is useful to the motorist.

SIX WHEELERS.

There can be no doubt that the six-wheeler vehicle is becoming more and more popular for public service. The enthusiasts who favour the type say that in time the six-wheeler petrol bus will entirely defeat the electric tram-car.

In that connection it is worth noting that a new type of machine is being used by the Wolverhampton Corporation. It is a six-wheeled trolley omnibus. In place of a petrol engine there is an electric motor. It is rated at 60 brake horse-power. When the motor is slowed down there is a most useful retarding action which helps to bring the car smoothly to rest.

The vehicle is double decked and carries 31 passengers below and 30 passengers on the top deck.

THE FUTURE.

It is an interesting speculation as to whether, in the near future, rails will disappear from the streets.

Motorists would be only too glad to see such an improvement for rails do not increase the life of a pneumatic tyre. Maidstone last year came to the conclusion that the tramways must be replaced by trackless trolley omnibuses.

There is something to be said in favour of trackless trolley vehicles, especially in places where electricity can be obtained at a very cheap price.

CLOSED IN TOPS.

The public service vehicle of the future will almost certainly be a double-decked arrangement running on pneumatic tyres. It seems to be practically certain that six wheels will be used.

A single-decker with 32 seats, has a good carrying capacity. Crowded routes, such as are to be found in London and some of the big English cities, have had the benefit of the all-enclosed double-deckers and experience has shown that they pay. Shall we see that type of

vehicle at Kowloon in the not distant future? When shall we have vehicles to hold 30 people and more running out to Fanling?

SUPERSTITIONS.

The statement that the Welsh international team left out the number 13 when the players were labelled for the fray reminds one of the fact that some motorists are superstitious.

A well-known local garage found out by and experience that many people refused to travel in one of their cars because the licence number on the car was 13. Subsequently they dropped the number out of their list.

The story goes that one of the local pirate cars carries the number 13. He is no doubt surprised if people refuse to travel in the car. It is said that the Chinese believe that the number 9 is unlucky. Is there a Chinese owned car with the number 99? Probably not.

It may console any one who believes that 13 is an unlucky number to know that the Welsh team in the international football match had all the bad luck although they had no number 13 in the team. On the other hand the player in the English team labelled 13 scored!

It is probably quite useless to argue with people about the superstitions which they cherish and the insurance companies seem to charge just the same annual premium for a car, whatever number it may carry on the plate.

A PRIZE FOR A SILENCER.

An enterprising journal has offered a £100 as a prize to the inventor who produces a silencer which will make a specified type of motor-cycle as silent, so far as noise from exhaust is concerned, as a four-cylinder touring car of a popular make.

The British Motor Cycle and Cycle-car Research Association are naturally interested in the proposition.

Anyone who produces such a silencer will render a great service to the motor-cycle industry. Motorists also will be grateful for it must be confessed that a noisy exhaust from a motor-cycle is very annoying to the car driver.

It seems probable that this offer of a £100 prize will do a great deal to stimulate inventors, and we hope that the result will be an increase

in the popularity of motor-cycles. The local terror of the owner driver is the rider of the push bike.

WORLD'S RECORDS.

A local motorist recently enquired why it should be necessary to attack the world's record for speed on a track in the United States of America.

The answer is that the sands at Daytona offer the best racing track in the world.

The beaches of Florida are the nearest to the ideal for track racing. It is perhaps unfortunate for the British manufacturer that Southport does not present such ideal conditions. It is practically certain that there is only one track in the world where a speed exceeding 500 miles per hour could be obtained. We may be allowed to

express the hope that the British built Sunbeam car will this year break the world's record for speed.

After all it was in Britain that the first mechanically propelled vehicle made an appearance. The British conservative landowners objected to it because they thought that it would stamper their carriage horses.

Only about one hundred years ago the newspapers of Great Britain were discussing the opening of the first railway in Britain and in the world.

It was seriously stated that the locomotive could not possibly beat the speed of a horse.

To-day motorists are used to reading of speeds that exceed 100 miles per hour and it is expected that we shall soon read of 500 miles per hour as a fact accomplished by a British built racing car.

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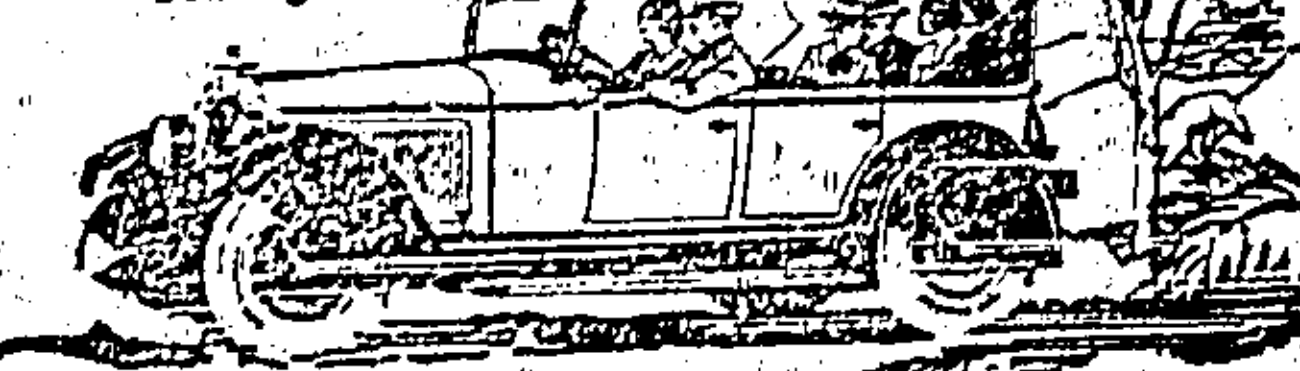
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ANNUAL RACE MEETING (CONTD.)

YESTERDAY'S RESULTS.

(Continued from page 1.)

4.—The Lusitano Cup: One Mile.

Presented by the Members of the Club Lusitano. For China ponies bona fide griffins of this meeting, with \$500 added. Second \$300. Third \$100. Weight for inches as per scale. Subscription griffins of this season allowed 5 lbs. All winners 5 lbs. extra. Entrance \$10.

Mr. Eve's Battle Eve, 155 lbs. (Mr. Pote-Hunt) 1

Mr. Roda's Democrates, 155 lbs. (Mr. Haimovitch) 2

Messrs. Toog and Priestley's Espoir, 155 lbs. (Mr. Sokoloff) 3

Also ran:—Lacada II, (late Chin Shan), 155 lbs. (Mr. Wong); Bright Eve, 155 lbs. (Mr. Encarnacion); The Ghost (late Cultra), 155 lbs. (Mr. Ralph); August, 155 lbs. (Mr. Brodie).

Won by three quarters of a length; four lengths between second and third.

Time: 2:08.35.

Pari-mutuel:—

Winner:—\$35.60.

Places:—1st \$7.20; 2nd \$5.50; 3rd \$7.70.

7.—The Challenge Cup: One Mile and Three Quarters.

Value one hundred guineas. For China ponies. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the bona fide property of the same owner or owners. Winner to receive \$750 and 20 per cent. of the entrance fees until the Cup is finally won when the Second pony will receive 75 per cent. and the Third pony 25 per cent. of the entrance fees in addition to the place money. Entrance \$10.

Mr. R. M. Austin's Brigade Call, 155 lbs. (Mr. Pote-Hunt) 1

Mr. Roda's Lady Love, 155 lbs. (Mr. Haimovitch) 2

Messrs. Hall and Shenton's The Gezeer, 155 lbs. (Mr. Ralph) 3

Also ran:—Dolly, 155 lbs. (Mr. Sokoloff); Sunburst Rose, 155 lbs. (Mr. Encarnacion); Mowgli, 155 lbs. (Mr. Stanton).

Won by two lengths; three lengths between second and third.

Time:—3:56.

Winner:—\$40.10.

Places:—1st \$6.10; 2nd \$6.00; 3rd \$9.10.

8.—The Royal Navy Cup.

From the Two Mile Post Once Round and in. (About One Mile and 155 Yards).

Presented by the Officers of H.M.'s Navy, with \$500 added to the winner. Second \$250. Third \$150. For subscription griffins of any season. Weight for inches as per scale. Winner of the Garrison Cup at this meeting 10 lbs. extra. Other winners at this meeting 7 lbs. extra. Subscription griffins of this year allowed 5 lbs. Penalties not accumulative. (Jockey allowance.) Entrance \$10.

Mrs. Bernard's Barley Grass, 152 lbs. (Mr. Roda) 1

Messrs. Hall and Shenton's The Gezeer, 152 lbs. (Mr. Ralph) 2

Mr. R. M. Austin's Home Call, 155 lbs. (Mr. Dallas) 3

Also ran:—Dobbin, 155 lbs. (Mr. Brodie); Distict Call, 155 lbs. (Mr. Wallace); Smoke Call, 145 lbs. (Mr. Sewell); Fire Call, 145 lbs. (Mr. Gordon); Borderer, 150 lbs. (Mr. Encarnacion); Yorks, 154 lbs. (Mr. Bullock); Total Abstinence, 155 lbs. (Mr. Reidy); King Alan, 150 lbs. (Mr. Haimovitch); Sugar Leaf, 145 lbs. (Mr. Greenway); Grosvenor, 153 lbs. (Mr. Stanton); Dango, 144 lbs. (Mr. Stanton); Invader, 155 lbs. (Mr. Sokoloff).

Won by a head; a neck between second and third.

Time:—2:22.45.

Pari-mutuel:—

Winner:—\$129.60.

Places:—1st \$13.70; 2nd \$7.20; 3rd \$6.30.

9.—The Black Rock Stakes: One Mile and a Quarter.

Winner \$600. Second \$250. Third \$150. For China ponies bona fide griffins of this meeting. Weight for inches as per scale. Winners of one race other than a race confined to subscription griffins 5 lbs. of two or more races 7 lbs. extra. Entrance \$10.

Messrs. Toog and Priestley's Canadian, 155 lbs. (Mr. Sokoloff) 1

Mr. Dynasty's King of Clubs, 155 lbs. (Mr. Haimovitch) 2

Mr. Seth's Ole Custom, 155 lbs. (Mr. Brodie) 3

Also ran:—Armistice Eve, 155 lbs. (Mr. Pote-Hunt).

Won by four lengths; six lengths between second and third.

Time:—2:41.5.

Pari-mutuel:—

Winner:—\$9.20.

Places:—1st \$5.70; 2nd \$4.80.

10.—The Gymkhana Stakes: One Mile.

Winner \$600. Second \$250. Third \$150. For all China ponies that have started for races in at least two extra meetings during the season 1926 and subscription griffins of this meeting. Weight 145 lbs. Winners of any race other than a race confined to a subscription griffins 7 lbs.; of a subscription griffins race 2 lbs. extra. Subscription griffins of this meeting allowed 7 lbs. Winners at this meeting barred. (Jockey allowance.) Allowances accumulative. Entrance \$5.

Messrs. Hall and Shenton's Saligia, 153 lbs. (Mr. Ralph) 1

Mrs. R. J. Paterson's Ukelele, 153 lbs. (Mr. Brodie) 2

Messrs. Tester and Abraham's Demon Boy, 153 lbs. (Mr. Encarnacion) 3

Also ran:—Lady Luck, 145 lbs. (Mr. Sewell); Grey Streak, 145 lbs. (Mr. Gordon); Loch Rannoch, 153 lbs. (Mr. Haimovitch); Solstice Eve, 145 lbs. (Mr. Pote-Hunt); Saracen, 153 lbs. (Mr. Wong).

Won by two lengths; six lengths between second and third.

Time:—2:09.25.

Pari-mutuel:—

Winner:—\$5.70.

Places:—1st \$5.50; 2nd \$7.30; 3rd \$5.50.

THE LUCKY NUMBERS.

YESTERDAY'S SWEEPS.

The results of the cash sweeps at the race course were as follows:—

Race I.
No. 660 \$1,220.80
" 313 348.80
" 109 174.40

Unplaced \$30 each:—Nos. 276, 467.

Race II.
No. 401 \$1,607.20
" 313 344.40
" 458 344.40

Unplaced \$50 each:—Nos. 305, 569.

Race III.
No. 480 \$7,442.40
" 548 2,128.40
" 440 1,063.20

Race IV.
No. 262 \$2,349.20
" 23 671.20
" 312 335.60

Unplaced \$50 each:—Nos. 660, 615, 35, 100, 500, 551, 174, 18, 180, 297, 501, 1011, 140, 107, 978, 790.

Race V.
No. 824 \$3,831.20
" 1200 1,123.20
" 1293 561.60

Unplaced \$50 each:—Nos. 383, 327, 175, 437, 530, 1138.

Race VI.
No. 194 \$3,698.00
" 863 1,056.00
" 645 528.00

Unplaced \$50 each:—Nos. 1059, 623, 900, 1168.

Race VII.
No. 575 \$3,739.20
" 819 1,065.20
" 1343 532.60

Unplaced \$50 each:—Nos. 784, 684, 667, 295.

Race VIII.
No. 1162 \$3,460.80
" 1091 988.80
" 447 494.40

Unplaced \$50 each:—Nos. 45, 180, 144, 1290, 606, 871, 745, 893, 1130, 649, 76, 289.

Race IX.
No. 399 \$3,187.80
" 724 910.80
" 773 455.40

Unplaced \$50 each:—No. 249.

Race X.
No. 23 \$2,955.40
" 507 844.40
" 734 425.20

Unplaced \$50 each:—Nos. 870, 63, 367, 634.

WINNING OWNERS.

1st 2nd 3rd

Messrs. Hall & Shenton 3 4 2

Mr. L. Dunbar 5 0 1

Mr. Eve 2 3 2

Mr. Dynasty 2 3 2

Messrs. Dyer & Beith 1 0 2

Mr. Ho Kom Tong 1 0 0

Dr. J. C. MacGown 1 0 0

Mr. Roda 0 4 0

Mr. R. M. Austin 1 2 1

Mr. R. J. Paterson 1 3 0

Messrs. Toog & Priestley 1 2 3

Messrs. Tester & Abraham 0 2 2

Mrs. Priestley 0 0 1

Mrs. Bernard 1 0 1

Messrs. Dunbar & Stanton 0 0 1

Mr. Seth 0 0 1

Winning Jockeys.

Mr. A. N. Dallas 5 1 2

Mr. J. Pote-Hunt 4 1 2

Mr. L. P. Ralph 3 2 2

Mr. Encarnacion 2 3 1

Mr. V. M. Haimovitch 1 7 2

Mr. L. Reidy 1 0 1

Mr. E. A. Brodie 1 3 1

Mr. M. M. Sokoloff 1 2 5

Mr. G. U. da Rosa 1 0 0

Mr. Wallace 0 1 0

Mr. Gordon 0 1 0

Mr. Stanton 0 0 1

THE DERBY SWEEPS.

WINNING NUMBERS IN SOME OF THE DRAWS.

Below will be found the results of four of the principal Hong Kong Derby Sweeps, namely, the Hong Kong Jockey Club Sweep, the Chinese Club Sweep, the Easma Club Sweep and the Hong Kong Sharebrokers' Association Sweep.

Names of ponies are given first, and then follow in the order mentioned the lucky numbers drawn. As most purchasers of tickets obtained them under a *nom-de-plume*, it is of no value to give these names.

At the end of the last draw will be found the numbers denoting the three first ponies in. The first, second and third prize figures apply, of course, to each of the four ticket numbers opposite them.

The first prize in the Hong Kong Jockey Club Sweep is about \$11,500, and the first prize in the Chinese Club Sweep about \$108,000.

TICKET NUMBERS.

Ponies.	Jockey Club.	Chinese Club.	Easma Club.	Share Brokers' Assocn.
1. Bay of Fundy	1993	831	704	14571
2. San Francisco Bay	4447	17252	20252	13841
3. Elliot Bay	1901	8160	1140	14853
4. Chesapeake Bay	478	18780	4203	10343
5. King of England	1673	3787	366	11787
6. King of Clubs	4645	9028	4288	11237
7. King Sol	2681	1464	2643	105
8. Bright Eve	2692	16607	725	10628
9. Armistice Eve	4324	9016	2005	1483
10. Battle Eve	4124	1132	3107	1725
11. Misty Eve	5176	17087	1955	11847
12. The Ghost (late Cultra)	1737	7238	2453	10811
13. The Ghoul (late Bangor)	4378	654	3804	10616
14. Crystal Hall	5240	3316	4761	1417
15. Golden Hall	5240	7560	731	11837
16. Marble Hall	3708	8423	1147	12064
17. White Hall	3355	9959	3035	11058
18. Kom Tong Hall	3640	13347	883	11849
19. August	87	6838	1100	173
20. Wower	293	5039	5008	11204
21. Humdinger	6040	18868	3509	11515
22. Dolly	2722	15502	570	13022
23. Democrates	5111	2732	1493	8310
24. Lady Mine	22	7621	2564	302
25. Lusitania	4561	7809	1859	12454
26. Ole Customs	190	18251	3715	1638
27. Southampton	498	12761	2817	11861
28. Espoir	8727	13522	3007	1817
29. Canadian	4381	13280	3120	12543
30. Common	4507	861	1897	11850
31. Salvo	4381	1653	1450	345

THE PHAETHON STAKES.

"A" CLASS HANDICAP.

Grey Knight 155 lbs.
Grey Streak 152
San Francisco Bay 170
Elliot Bay 173
Chesapeake Bay 173
San Diego 161
King of England 155
King of Clubs 155
The Gomeril 173
The Ghost 146
The Ghone 146
Lacada II 146
Sunburst Rose 146
September 146
Maquet 143
The Regent 158
Ukelele 160
Dolly 148
Lady Luck 158
Ole Custom 148
Attaboy 167
Saracen 158
Salvo 143

"B" CLASS HANDICAP.

Barley Grass 167 lbs.
Borderer 143
Yorks 146
Rechabite 161
Loch Rannoch 157
Total Abstinence 163
King Alan 148
The Gnome 164
The Gezeer 163
Dobbin 163
Mowgli 160
Terversity 143
Demon Boy 161
Invader 162
Mountain Fox 146
Semaphore 152

THE WEATHER.

Local Forecast:—N.E. winds, moderate, overcast.

THE "MACEDONIA."

PASSENGERS DUE TOMORROW.

The following are among the passengers due to arrive to-morrow on the P. & O. s.s. *Macedonia* from Home. Miss Burt, Mr. A. Campbell, Mr. H. W. Crabb, Miss Dryburgh, Mr. A. J. W. Dorring, Mrs. Dorring, and two infants, Pte. R. G. Hutton, Mr. F. Lopez, Mrs. Lopez, Mr. E. Lamour, Mr. J. E. Lanyon, Mrs. Lanyon, Mr. Mitford, Mrs. Mitford and child, Mr. W. J. McNally, R.N., Mrs. North and infant, Mrs. Poland, Mrs. Phyllis Poland, Mr. C. J. Poyson, Mrs. M. S. Rose, Mrs. Ross, Mr. R. L. Stewart, Mr. H. Selby, Mr. H. Sutton, Mr. O. J. Shannon, Mr. B. P. Thorpe, Mrs. Thorpe.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks issued by the Royal Observatory at 6.30 p.m. stated:—

An anti-cyclone is central over the lower Yangtze Valley. The depression over the Loochoos has not developed. Moderate to fresh monsoon may be expected along the S.E. coast of China and over the North China Sea.

Local forecast:—N.E. winds, moderate, overcast.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

CHINA MUTUAL STEAM NAVIGATION CO. LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "RHEXENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 1st March.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the 7th March, will be subject to after the 7th March.

All Claims against the Steamer must be presented to the Underpinned on or before the 21st March, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

1st March, 1927. [4621]

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "CITY OF MADRID" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk in the Godowns and/or extra-warehouse Godowns of Holt's Wharf, whence Delivery may be obtained. No Claims will be admitted after the 7th March, will be subject to after the 7th March.

All Claims against the Steamer must be presented to the Underpinned on or before the 14th March, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 1st March, 1927. [4620]

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "CAPITAINE FAURE"

BRINGING CARGO FROM DUNKIRK, ANTWERP, MIDDLESBROUGH, LONDON, &c.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf & Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Tuesday, the 8th March, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Friday, the 4th March, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE, Agent.

Hong Kong, 26th February, 1927. [4617]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Mar. 1st.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI "LUCHOW"	On 2nd Mar.	3 p.m.
SHANGHAI & SWATOW "SINKIANG"	On 5th Mar.	4 a.m.
WEIHAIWEI, CHEEFOO & TIENSIN "KWANGSE"	On 5th Mar.	4 p.m.
SWATOW & BANGKOK "KAYING"	On 6th Mar.	10 a.m.
SWATOW, SHANGHAI, TSINGTAO & DALNY "LIANGCHOW"	On 6th Mar.	Noon
AMOI, SWATOW & SINGAPORE "ANHUI"	On 7th Mar.	8 a.m.
SWATOW & SINGAPORE "KWEIFANG"	On 7th Mar.	Noon
AMOI & SHANGHAI "SUITANG"	On 8th Mar.	6 a.m.
HOHOW & HAIPHONG "TEAN"	On 10th Mar.	Noon
SWATOW & BANGKOK "KALGAN"	On 13th Mar.	10 a.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To

\$60 SINGLE AND \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
TELEPHONE CENTRAL 35. Agents.
CARGO AND PASSENGER CAN BE ENQUIRED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
(Through Bills of Lading issued to all Australian, New Zealand
and Tasmanian Ports.)
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS
PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hong Kong on or about	SAILING HENCE ON OR ABOUT
TAIPING	11th March	18th March
CHANGTE	18th April	25th April
TAIPING	10th May	17th May
CHANGTE	11th June	18th June

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
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JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BRISTOL"	... Via Suez Canal	5th March
S.S. "ATREUS"	... Via Suez Canal	25th March
S.S. "TRUCER"	... Via Suez Canal	8th April

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.
For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG.
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON. [21]

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON

NEW YORK

PHILADELPHIA

M.V. "MALAYAN PRINCE" ... 5th March.

For Freight and Full Particulars, apply to—

FURNESS (FAB EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furaprice. King's Building. [19]



KONINKLIJKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on March 3rd.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a destinations in the Netherlands East Indies
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YORK BUILDING, CRATER ROAD. [12]

Shipping News

Arrivals and Departures,
Passengers, etc.

ARRIVALS.

February 27th.

Kiku Maru, Japanese str., 1,958 tons, Capt. M. Yamamoto, from Milke, which port she left on February 19th, with a cargo of coal, lying at Wharf—M.B.E.

February 28th.

City of Madrid, British str., 3,193 tons, Capt. A. Stanley, from Singapore, which port she left on February 23rd, with a general cargo, lying at buoy No. B36—Bank Line.

Malacca Maru, Japanese str., 5,373 tons, Capt. J. Etigawa, from Singapore, which port she left on February 21st, with 5,498 tons of general cargo, lying at Kowloon Wharf—N.Y.K.

Tamba Maru, Japanese str., 3,553 tons, Capt. C. Hideshima, from Bombay via and Singapore. The latter port she left on February 22nd, with a general cargo, lying at buoy No. A27—N.Y.K.

Tatshing, British str., 1,434 tons, Capt. C. A. Robertson, from Hongkong, with 2,565 tons of coal, lying at buoy No. C42—Jardine, Matheson & Co.

March 1st.

Angkor, French str., 3,786 tons, Capt. M. Clarice, from Yokohama and Shanghai. The latter port she left on February 28th, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes.

Daviken, Norwegian str., 1,778 tons, Capt. G. Svane, from Bangkok and Kohsichang. The latter port she left on February 22nd, with rice and meal, lying at buoy No. C36—Kwang Nguan Seng.

Hakoku Maru, Japanese str., 2,518 tons, Capt. Askida, from Moji, which port she left on February 23rd, with a general cargo, lying at buoy No. A10—N.Y.K.

Hydrungen, British str., 560 tons, Capt. Wm. Perritt, from Kwang Chow Wan, with a general cargo, lying at Chin On Wharf—Chiu On S.S. Co.

Kohso Maru, Japanese str., 1,965 tons, Capt. U. Okubo, from Moji, which port she left on February 24th, with 578 tons of sundries, lying at Kowloon Wharf—O.S.K.

Kwang Sang, British str., 1,428 tons, Capt. G. H. Hodgson, from Tsingtau via Swatow, with a general cargo, lying at West Point Wharf—Jardine, Matheson & Co.

Rhezenor, British str., 4,995 tons, Capt. G. L. Stout, from Liverpool, which port she left on January 22nd, with a general cargo, lying at Holt's Wharf—B. & S.

Ryukyu Maru, Japanese str., 964 tons, Capt. K. Tokura, from Dairen and Chefoo, with a general cargo, lying at buoy No. C39—O.S.K.

CLEARANCES.

March 1st.

Angkor, for Saigon.
City of Madrid, for Shanghai.
Hankow Maru, for Singapore.
Hop Sang, for Swatow.
Kohso Maru, for Singapore.
Kwang Sang, for Canton.
Malacca Maru, for Moji.
Montevideo Maru, for Saigon.
Pomper, for Saigon.
Rhezenor, for Shanghai.
Tak Hing, for Canton.
Tatshing, for Amoy.
Tamba Maru, for Shanghai.
Washing, for Tientsin.
Wingwe, for Kwang Chow Wan.

PASSENGERS.

ARRIVALS.

Per s.s. *Derfflinger*, from Shanghai, on February 28th:—For Hong Kong: Mr. C. J. Gutt, Mr. and Mrs. A. N. K. Cobb, and Mrs. W. Fonseca and children.

Per s.s. *Angkor*, from Yokohama and Shanghai, on March 1st:—For Hong Kong: Mr. Amus, Mrs. M. Fraser and infant, Mrs. L. W. Jenner, Miss Jenner, Mr. and Mrs. P. C. Pedersen, Mr. A. Maras, Miss Nelson.

DEPARTURES.

Per s.s. *President Jefferson*, for San Francisco via Forts, on March 1st:—Mr. and Mrs. A. Greiner, Comdr. P. H. Bolph, Miss O. E. Teale, Dr. S. S. Strahan, Mr. L. Garner, Mr. and Mrs. A. C. Hay, Mr. and Mrs. S. High, Mr. S. B. Ellis, Mr. A. G. Baker, Mr. F. M. Clicheauf, Miss L. K. Hues, Mr. F. Eberhardt, Mr. C. E. Meyer, Mr. J. V. Murray, H. V. Stokely, Mr. W. S. Hard, Mr. F. L. Robbins, Dr. C. A. Hayes, Mr. W. D. King, Mr. A. B. Gallimore, Miss M. Shumati, Mr. F. Sharp, Mrs. Macpherson, the Misses Macpherson, Mr. and Mrs. D. L. Bairden, Master R. Bairden, Mr. and Mrs. H. Thompson, Miss A. Bollinger.

Mr. V. Leon, Mrs. M. de Leon, Mr. A. T. Gillespie, Mrs. E. Dannenberg, Mr. C. C. Cline, Mr. C. K. Edmunds, Mr. L. D. Shaw, Mrs. T. N. E. Turner, Miss D. S. Turner, Miss M. D. Davies, S. M. and Mrs. L. H. W. W. Jones, Mr. G. Angel, Miss L. P. Bonny, Mr. G. H. Calhoun, Mr. L. M. Cohen, Mr. J. H. Corkery, Miss D. Fenson, L. de O. Garcia, Mr. and Mrs. A. Gerry, Mr. and Mrs. Chas. F. Hall, Mr. and Mrs. G. D. Happer, Dr. and Mrs. G. W. Huntington, Miss M. Moveigh, Mr. H. W. Miller, Mrs. J. R. Morris, Mr. H. E. Page, Mrs. L. A. Page, Mrs. W. R. Purnell, Master W. R. Purnell, Mrs. J. M. Ross, Mr. G. Saniman, Miss M. Sawbridge, Mr. E. L. Sherman, Mrs. L. G. Smith, Miss B. Smith, Mr. H. F. Ueda, Mr. G. de Vivance, Mr. W. F. Wiegand, Mr. J. W. Wilson, Mrs. C. M. Zacharias, Master E. Zacharias, Mr. D. C. Lopez, Mrs. M. C. Lopez, Mr. E. W. Fahlgren, Mrs. B. M. Bahlgren, Mr. W. G. Hall, Mrs. A. Dodmore, Mrs. A. M. Simpson, Master M. Simpson, Master C. Smith, Mrs. F. E. S. Yenner, Miss M. Williamson, Mr. W. J. Albou, Mr. H. Barr, Mrs. W. A. Beasley, Miss Ros Block, Mr. T. C. Davies, Mrs. E. D. Graves, Mrs. E. W. Jones, Miss P. G. Jones, Mr. D. Moss, Mrs. M. K. Waller, Mr. and Mrs. Geo. Weideman, Miss B. Allen, Mr. and Mrs. Chas. Derman, Mr. J. W. Maller, Mr. C. Taylor, and Mrs. Jas Verre.

WITHIN CALL.

The following vessels were expected to be in wireless communication with Hong Kong yesterday:—
President Lincoln, *President Wilson*, *President Jefferson*, *Paul Locat*, *Tanda*, *Nellie*, *Sinkiang*, *Macedonia*, *Angkor*, *Bas Ching*, *Devey*, *Hop Sang*, *Rhezenor*, *Tjinslak*, *Denmark*, *Hanoi*, *Tankin*, *West Prospect*, *Karmala*, *Pranto*, *Scale*, *Van Heutsz*, *Achilles*, *Derfflinger*, *Clara*, *Jebsen*, *Malacca Maru*, *Kohso Maru*.

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AND

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TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI
KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT GRANT		Tuesday, Mar. 15th
PRESIDENT MADISON		Tuesday, Mar. 29th
PRESIDENT JACKSON		Tuesday, Apr. 12th
PRESIDENT McKINLEY		Tuesday, Apr. 26th
PRESIDENT LINCOLN		Tuesday, May 10th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE SPECIAL LOW RATES

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£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES.

Choice of railway line across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
Mar. 9	Seattle	Pres. Roosevelt	Apr. 6	6 P.m. Cbrg Apr. 13
Mar. 15	San Francisco	Olympic	Apr. 16	6 P.m. S'mptn Apr. 22
Mar. 23	Seattle	Geo. Washington	Apr. 20	6 P.m. Cbrg Apr. 27
Mar. 29	San Francisco	Homeric	Apr. 30	6 P.m. S'mptn May 6
Apr. 6	Seattle	Leviathan	Apr. 30	6 P.m. S'mptn May 7
Apr. 12	San Francisco	Aquitania	May 11	11 A.m. S'mptn May 17
Apr. 20	Seattle	Majestic	May 14	6 P.m. S'mptn May 20

TO SEATTLE AND VICTORIA VIA SHANGHAI,
KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT LINCOLN ... Wednesday, Mar. 8th, 2 a.m.
PRESIDENT CLEVELAND ... Wednesday, Mar. 23rd
PRESIDENT ELMORE ... Wednesday, Apr. 6th
PRESIDENT TAFT ... Wednesday, Apr. 20th
PRESIDENT JEFFERSON ... Wednesday, May 4th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—
PORT SAID—ALEXANDRIA—NAPLES
—GENOA—MARSEILLES.

Thence to BOSTON AND NEW YORK.

PRESIDENT VAN BUREN		Tuesday, Mar. 15th, 8.00 a.m.
PRESIDENT HAYES		Tuesday, Mar. 29th, 8.00 a.m.
PRESIDENT POLK		Tuesday, Apr. 12th, 8.00 a.m.
PRESIDENT ADAMS		Tuesday, Apr. 26th, 8.00 a.m.
PRESIDENT GARFIELD		Tuesday, May 10th, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT LINCOLN		Mar. 2nd, 4.00 p.m.
PRESIDENT GRANT		Mar. 7th, 6.00 p.m.
PRESIDENT VAN BUREN		Mar. 15th, 8.00 a.m.
PRESIDENT CLEVELAND		Mar. 15th, 8.00 p.m.
PRESIDENT MADISON		Mar. 21st, 6.00 p.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, (GROUND FLOOR).
Telephone: Central 2477, 2478 & 795.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CANTON		"KWONGSANG" Wednesday, 2nd Mar., at 7 a.m.
TSINGTAO via SWATOW		"HOPSANG" Wednesday, 2nd Mar., at 7 a.m.
SHANGHAI		"CHAKSANG" Wednesday, 2nd Mar., at 8 p.m.
SINGAPORE		"FAUSANG" Friday, 4th Mar., at 7 a.m.
CANTON		"YATSHING" Saturday, 5th Mar., at 3 p.m.
SINGAPORE		"KWONGSANG" Sunday, 6th Mar., at 7 a.m.
TSINGTAO via SWATOW		"MAUSANG" Monday, 7th Mar., at 1 p.m.
SHANGHAI		"CHEONGSHING" Tuesday, 8th Mar., at Noon
SINGAPORE		"KWANGSANG" Wednesday, 9th Mar., at 7 a.m.
TSINGTAO via SWATOW		"LAISANG" Wednesday, 9th Mar., at 3 p.m.
SHANGHAI		"KUMSANG" Wednesday, 16th Mar., at 7 a.m.
STRAITS & CALCUTTA		"HOSANG" Thursday, 17th Mar., at 3 p.m.
STRAITS & CALCUTTA		"HINSANG" Saturday, 19th Mar., at Noon
SANDAKAN		"CHIPSANG" Sunday, 20th Mar., at 7 a.m.
TIENSIN		"KUTSANG" Wednesday, 23rd Mar., at 7 a.m.
OSAKA via KOBE & MOJI		

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215. [8]

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENOGLE"		8th March
Motor Vessel "GLENBARRY"		8th April
Motor Vessel "GLENLUCE"		4th May
Motor Vessel "GLENBEG"		1st June

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENAPP"		Due Hong Kong.
Motor Vessel "GLENLUCE"		5th March
Motor Vessel "GLENMARTINSHIRE"		22nd March
Motor Vessel "GLENBEG"		31st March
Motor Vessel "GLENBARR"		14th April
Motor Vessel "GLENBARR"		1st May

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD. [9]

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA
AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "REMO"		From Hong Kong.
M.V. "ESQUILINO"		Sails on or about 3rd March
M.V. "VENEZIA"		Sails on or about 31st March
M.V. "VIMINALE"		Sails on or about 10th March
M.V. "REMO"		Sails on or about 5th April

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta 31st March

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.

Telephone: Central 1020. Agents.

[17]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings
subject to alteration without notice.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 5 to 9 Days)

HAINING		Friday, 4th March, at 2 p.m.
HAIPHONG		Tuesday, 8th March, at 1 o'clock p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Foochow
(Pagoda Anchorage) or vice versa and Return by the same Steamer at
the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER.

SAILINGS 1927.

STEAMERS	H. Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPEROR OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPEROR OF RUSSIA	Mar. 30	Apr. 3	Apr. 6	Apr. 9	Apr. 17
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 29
EMPEROR OF CANADA	Aug. 1	Aug. 4	Aug. 7	Aug. 10	Aug. 19

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

CONNECTING SAILINGS TO LIVERPOOL.

MONTROSE	April 2	MONTCALM	June 3
MONTLORE	April 23	MONTROSE	June 24
MINNEDORA	May 13	MONTLORE	July 15

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Obergourg and Antwerp.

BOOKINGS NOW OPEN.

EARLY APPLICATION FOR SPACE IS ADVISABLE.

SPECIAL FARES TO EUROPE

£120 £112 £83

HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Mar. 20	Mar. 22	EMPEROR OF CANADA	Mar. 24
Apr. 10	Apr. 12	EMPEROR OF RUSSIA	Apr. 14

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAO."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." (15)

N.Y.K. LINE

SAILINGS SERVICE TO AUSTRALIA.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

*SIBERIAN MARU (calls Keelung) ... Sunday, 6th March, at 10 a.m.
TATTO MARU ... Tuesday, 22nd March, at Noon
TENYO MARU ... Monday, 4th April

*Calls Los Angeles.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

ANYO MARU ... Tuesday, 3rd May, at Noon
BOKUYO MARU ... Wednesday, 8th June

MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.

KITANO MARU ... Saturday, 12th March, at 11 a.m.
HARUNA MARU ... Saturday, 26th March
KAMO MARU ... Saturday, 9th April

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 23rd March, at 11 a.m.
KEI MARU ... Wednesday, 20th April

NEW YORK and/or BOSTON via PANAMA.
TAKEYO MARU ... Saturday, 12th March
MATEBASHI MARU ... Saturday, 26th March

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
TOYOHASHI MARU (calls Saigon) ... Friday, 11th March

BUENOS AIRES via Singapore, Darban & Cape Town, Lelago Bay & Algoa Bay.

HAKATA MARU ... Wednesday, 23rd March
BOMBAY via Singapore, Penang & Colombo.

HANKOW MARU ... Thursday, 3rd March
OALOUTTA via Singapore, Penang & Rangoon.

MUROBAN MARU ... Wednesday, 2nd March
BANGON via Singapore & Penang.

YAMAGATA MARU ... Monday, 7th March
NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Tuesday, 19th March
SHANGHAI, KOBE & YOKOHAMA.

MALACCA MARU ... Tuesday, 2nd March
TOYOHASHI MARU ... Tuesday, 2nd March

KATOH MARU ... Monday, 7th March
ATSUTA MARU ... Tuesday, 22nd March

For further information, apply to NIPPON YUSEN KAISHA.

Telephone: Central No. 282 (Private exchanges to all Dept.).

HAMBURG-AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA-£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI & JAPAN
S.S. "BAARLAND" ... due here on or about the 12th of March, 1927
S.S. "HESSEN" ... due here on or about the 12th of April, 1927
S.S. "PREUSSSEN" ... due here on or about the 10th of May, 1927

SAILINGS FOR EUROPE VIA MANILA, SINGAPORE, COLOMBO AND PORT SAID

*M.V. "MUNSTERLAND" ... sailing from here on or about 5th of March
*S.S. "OLDENBURG" ... sailing from here on or about 22nd of March
*S.S. "SAARLAND" ... sailing from here on or about 18th of April

*Vessel calling at Genoa, Marseilles, Rotterdam and Hamburg.
*Vessel calling at Genoa, Rotterdam and Hamburg.

Sailing Dates subject to alteration without notice.

For freight, passage and further particulars please apply to

JEBSEN & CO.
12, PEDDER STREET.

TEL. C. 2225.

Shipping News

Daily Statement, Shipping Notes,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS BELOW NORMAL.

THROUGH CARGOES INCREASED.

Of the thirteen vessels arriving here during the 24 hours ended at 9 a.m. yesterday, only nine steamers brought general cargoes for Hong Kong.

The total amount of general merchandise imported into the Colony was 10,330 tons, of which, 1,029 tons was brought by one British steamer. The two best returns were shown by the a.s. *Zuena* (Dutch), and the Japanese vessel, *Malacca Maru*. The former arriving here from Shanghai brought 6,500 tons, and the latter vessel from Calcutta and Singapore discharged 1,029 tons.

Through cargoes showed an increase. The total amount manifested on the seven vessels was 25,551 tons. Two British steamers accounted for 4,430 tons. The best returns were 8,290 tons and 6,063 tons. The former were carried by the a.s. *Dr. Pierre Benoit* (French) from Shanghai and the latter were on the *Tamara Maru*, from Bombay and Singapore.

In addition to general cargoes imported into the Colony, there were also 7,255 tons of coal, and 2,600 tons of rice landed here.

During the period under review there were 13 arrivals and 14 departures. The nationalities were:—British, 3 arrivals and 2 departures; Japanese, 6 arrivals and 4 departures; Norwegian, 1 arrival and 2 departures; Chinese, 1 departure; Dutch, 1 arrival and 2 departures; French, 9 arrivals and 1 departure; German, 1 departure; American, 1 departure.

The total number of vessels in port was 59, of which 19 were British.

The following were the cargo carriers:—

S.S. *Sunning* (British) from Canton, 4 tons general for other ports.

S.S. *Rheconor* (British) from London and Singapore, 1,029 tons general for Hong Kong, 4,430 tons for other ports.

S.S. *Yat Shing* (British) from Hongkong, 3,265 tons coal for Hong Kong.

S.S. *Dr. Pierre Benoit* (French) from Shanghai, 8,290 tons general for other ports.

S.S. *Jianou* (French) from Port Bayard, 460 tons general for Hong Kong.

S.S. *Zuena* (Dutch) from Shanghai, 6,500 tons general for Hong Kong.

S.S. *Daviken* (Norwegian) from Kongsberg, 2,600 tons rice for Hong Kong.

S.S. *Aiku Maru* (Japanese) from Miki, 4,018 tons coal for Hong Kong.

S.S. *Montivideo Maru* (Japanese) from Kobe, 270 tons general for Hong Kong, and 2,203 tons for other ports.

S.S. *Tamara Maru* (Japanese) from Bombay and Singapore, 115 tons general for Hong Kong and 6,063 tons for other ports.

S.S. *Malacca Maru* (Japanese) from Calcutta and Singapore, 1,029 tons general for Hong Kong and 5,188 tons for other ports.

(Continued on next column).

SHIPPING NOTES.

The total number of deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday was 608.

"At the Marine Court yesterday before Lt. Comdr. G. F. Hole, the master of a trading junk was fined \$15 or fifteen days' hard labour for anchoring his craft in the Naval Cable area in Tai Kok Tsui. Another case heard involved a cargo boat belonging to Messrs. Mitsui Bussan Kaisha. The master was fined \$3 for mooring his craft in abreast of five other junks alongside the s.s. *Hanai*."

The a.s. *President Jefferson* left here for San Francisco via ports yesterday with about 150 first class passengers.

The N.D.L. steamer *Derfflinger* arrived here on Monday with three first class passengers, and left yesterday for Yokohama and Hamburg with about twenty passengers.

The a.s. *Angkor* left here yesterday for Marseilles via ports. About ten first class passengers having embarked at this port. The liner also brought about twenty-two passengers for Hong Kong.

When the *Empress of Asia* sails from here on March 9th, the new schedule comes into force. It allows for a thirteen days stay in Vancouver, the vessels reaching that port on Sunday and departing for the East on the following Saturday week.

S.S. *Ryukyu Maru* (Japanese) from Chefoo, 815 tons general for Hong Kong.

S.S. *Hankow Maru* (Japanese) from Moji, 243 tons general for Hong Kong and 339 tons for ports.



LIGNES COMMERCIALES (Cargo Boats).

Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—

1/2 "D. P. BENOIT" ... 27th February.

1/2 "CAPT. FAURE" ... 15th April.

a.s. "CAPT. FAURE" due to arrive from DUNKIRK, LONDON, HAVRE about the 25th February.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
PORTHOS	28th Jan.	2nd Mar.	15th Mar.
PAUL LECAT	11th Feb.	16th Mar.	29th Mar.
G. METZINGER	25th Feb.	30th Mar.	12th April
AMAZONE	11th Mar.	12th April	25th April
CHENONCEAUX			10th May

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance.)
A Class 1st Class—£299. 0d. od. B Class 1st Class—£2 85. 0d. od.
Sleeper's 2nd ... £ 70. 0d. od. Sleeper's 2nd ... £ 61. 0d. od.
Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice.)

For full Particulars, apply to—
Cie des MESSAGERIES MARITIMES,
Telephone: Central 740, 3, Quai de la Bourdonnais.

CONSIGNATION—TRANSIT—REPRESENTATION.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT
S.S. "CITY OF BOMBAY" ... London, Rotterdam & Hamburg ... 31st March.

Passenger Service.
S.S. "CITY OF CALCUTTA" ... Marseilles, London, Havre & Hamburg ... 16th March.

FARES: First Class to MARSEILLES £68; to LONDON £72.
Second Class to MARSEILLES £47; to LONDON £49 10s.

AUSTRALIA
Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN AND MARCHURIAN LINE
S.S. "CITY OF BRISTOL" ... via Suez Canal ... 6th March.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK ... via Suez Canal ... 22nd March.

M.V. "LARCHBANK" ... via Suez Canal ... 25th May.

M.V. "FORBESBANK" ... via Suez Canal ... 25th May.

MAURITIUS & SOUTH AFRICA
S.S. "TINOW" ... from Hong Kong ... 20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.

Through Bill of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zambezi, Memba, Kilimani, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—
Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, SOYET, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE"	6,532	2nd March, Noon	S'pore, Penang, Colombo & B'bay.
"MANTUA"	10,802	2nd March, Noon	Marseilles and London.
"KASHGAR"	8,935	15th March	Mar'les, L'don, Antwerp & R'dam.
"NAGPORE"	6,233	14th March	Saigon, Mar'les, London, Hamburg & Rotterdam.
"NYANZA"	7,233	16th March	S'pore, Penang, Colombo & B'bay.
"MONGOLIA"	10,504	17th March	Marseilles, London & Hull.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"KEYBER"	9,114	9th April	Mar'les, L'don, Antwerp, B'dam & Hull.
"DEVANHA"	8,155	18th April	Mar'les, London, Antwerp & Hull.
"DELTA"	8,097	27th April	S'pore, Penang, Colombo & B'bay.
"MALWA"	10,980	30th April	Marseilles and London.
"NELLORE"	6,533	11th May	S'pore, Penang, Colombo & B'bay.
"KELVA"	9,138	14th May	Marseilles, London and Antwerp.
"NYANZA"	7,233	23rd May	S'pore, Penang, Colombo & B'bay.
"MOREA"	10,198	23rd May	Marseilles and London.
"KASHMIR"	9,006	11th June	Marseilles and London.
"MANTUA"	10,802	25th June	Marseilles, London and Antwerp.
"KALYAN"	9,144	9th July	Marseilles, London and Antwerp.
"MACEDONIA"	11,120	23rd July	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	Sailings	Destination
"SEIRALA"	7,541	8th March	Singapore, Penang and Calcutta
"TAKADA"	6,949	24th March	do.
"JANUS"	4,824	31st March	do.
"TILAWA"	10,000	10th April	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	Sailings	Destination
"TANDA"	6,956	4th Mar., 4 p.m.	Manila, Sandakan, Iloilo, Thursday
"ST. ALBANS"	4,500	1st April	Iloilo, Townsville, Brisbane
"ARAFURA"	6,000	29th April	Sydney and Melbourne.
"TANDA"	6,956	3rd June	
"ST. ALBANS"	4,500	18th July	
"ARAFURA"	6,000	29th July	

* Calls at Kolambang, Omit Iloilo.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambang, Tawau, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	Sailings	Destination
"MACEDONIA"	11,120	4th March, 6 a.m.	Shanghai, Moji and Kobe.
"TAKADA"	6,947	6th March	Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"KEYBER"	9,114	11th March	Shanghai, Moji and Kobe.
"JANUS"	4,824	12th March	Kobe.
"DEVANHA"	8,155	18th March	Shanghai, Moji and Kobe.
"TILAWA"	10,000	22nd March	Kobe.
"LAHORE"	8,259	27th March	Shanghai, Moji and Kobe.
"MALWA"	10,980	1st April	Shanghai, Moji and Kobe.
"DELTA"	8,097	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.
"JEYPORE"	7,848	12th April	Shanghai, Moji and Kobe.
"NELLORE"	6,533	15th April	Shanghai, Moji and Kobe.
"KELVA"	9,138	15th April	Shanghai, Moji and Kobe.
"NYANZA"	7,023	23rd April	Shanghai, Moji and Kobe.
"MOREA"	10,953	29th April	Shanghai, Moji and Kobe.
"TANDA"	6,956	8th May	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

M.V.	Sailings	Loading about
"CANTON"	...	3rd March, 1927
"DELHI"	...	8th April, 1927
"SUMATRA"	...	8th May, 1927
"AGRA"	...	8th June, 1927

FOR SHANGHAI AND JAPAN PORTS.

M.V.	Sailings
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